2005
Saskatchewan Traffic Accident Facts

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Quick Facts
(2005 compared to 2004)

	2004	2005	% CHANGE
Property Damage Only Collisions *	37,170	38,639	4.0
Personal Injury Collisions *	5,402	5,187	-4.0
Fatal Collisions *	105	129	22.9
Total Reported Collisions *	42,677	43,955	3.0
Number of Deaths	126	147	16.7
Number of Injuries	7,543	7,111	-5.7
Provincial Highway Collisions	10,600	10,913	3.0
Rural Road Collisions	4,923	4,494	-8.7
Urban Street Collisions	24,896	25,704	3.2
Other Locations	2,258	2,844	26.0
Registered Vehicles	740,554	750,640	1.4
Licensed Vehicle Operators	669,852	674,870	0.7
Saskatchewan Population	995,058	995,085	0.0
Collisions Per 100 Licensed Operators	6.37	6.51	2.2
Collisions Per 100 Registered Vehicles	5.76	5.86	1.6
Collisions Per 100 Population	4.29	4.42	3.0
Casualty Collisions Per 100 Licensed Operators	0.82	0.79	-4.2
Casualty Collisions Per 100 Registered Vehicles	0.74	0.71	-4.8
Casualty Collisions Per 100 Population	0.55	0.53	-3.5

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

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SGI

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Letter of Transmittal

November 2007

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2005.

Much of the information in this report comes from SGI's Traffic Accident Information System (TAIS), our database on motor vehicle crashes. This publication is made possible through the dedicated and invaluable efforts of law enforcement officers throughout Saskatchewan and SGI's team of Claims Adjusters. The integrity of this report is enhanced by their complete and reliable reporting of motor vehicle crashes.

Although we saw improvement in 2005, too many people continue to be injured and killed on Saskatchewan roads as a result of traffic collisions. SGI will continue to focus its efforts on partnerships with the traffic safety community to face this challenge and to help improve road safety in Saskatchewan.

We hope that the information contained in this report will assist you in making informed decisions regarding the road safety issues that we all face on a daily basis.

The 2005 TAIS report is also available on SGI's website at www.sgi.sk.ca under "Road Safety."

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

Sherry Wolf
Vice President
Saskatchewan Auto Fund

2005 Summary

- The total number of traffic collisions in Saskatchewan is up three per cent from 42,677 in 2004 to 43,955 in 2005.
- The number of fatal collisions increased 23 per cent over the past year from 105 in 2004 to 129 in 2005.
- The number of personal injury collisions decreased four per cent over the past year from 5,402 in 2004 to 5,187 in 2005.
- The highest number of fatal collisions occurred in November while the highest number of injury collisions occurred in January.
- Friday was the most collision-prone day of the week.
- The most collision-prone period of time was the afternoon rush hour from 4 to 6 p.m.
- Collision rates were highest among drivers between the ages of 15 and 24.
- Failing to yield, driving too fast for conditions, following too closely, disregarding traffic control devices and taking evasive action were the most frequently identified improper driver actions contributing to casualty collisions in Saskatchewan in 2005.
- Twenty-six per cent of fatal collisions and 54 per cent of personal injury collisions occurred at intersections.
- Collision rates (collisions per million vehicle km) on rural roads are 1.5 times more than those on provincial highways.
- The risk of death is about 10 per cent greater on provincial highways than on rural roads, whereas the risk of injury is about nine times greater on rural roads.
- Nineteen per cent of drivers involved in fatal collisions had consumed alcohol prior to the crash compared to five per cent of drivers in injury collisions.
- Fifty per cent of pedestrians or cyclists killed in traffic collisions in 2005 had consumed alcohol prior to the collisions.
- Collision victims who did not buckle up were 64 times more likely to be killed than those who buckled up.
- Nationally, there were 2,923 traffic collision fatalities.

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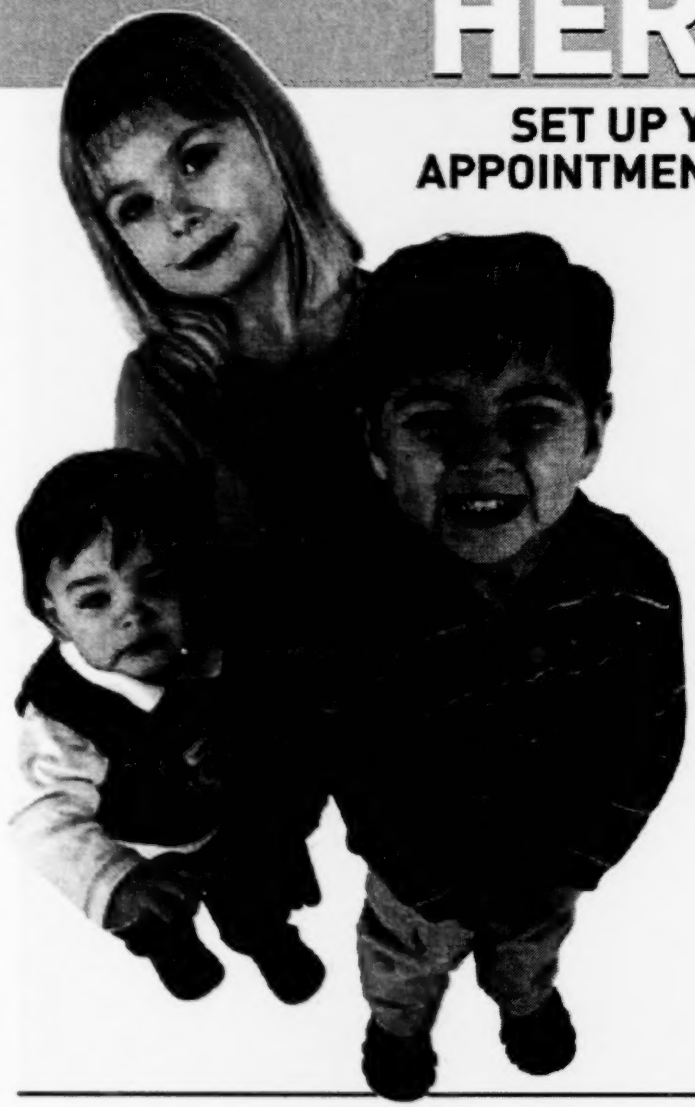

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Kindersley Claims
463-5278
Lloydminster Claims
825-8218
Meadow Lake Claims
236-2500
Moose Jaw Claims
691-4500
Moose Jaw Salvage
691-4585
North Battleford Claims
446-1923
North Battleford Salvage
446-1950
Regina Commercial Claims
751-1844
Regina East Claims
751-3354
Regina North West Claims
751-1665
Regina Salvage
775-6025
Saskatoon Central Claims
683-2109
Saskatoon Salvage
683-2346
Saskatoon West Claims
683-2084 or 683-4457
Swift Current Claims
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878-3600
Weyburn Claims
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Yorkton Claims
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Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed, are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to SGI. Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate, timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, cooperation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of police officers and SGI staff who investigate, report and record the information on TAIS.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective Aug. 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high priority issues.

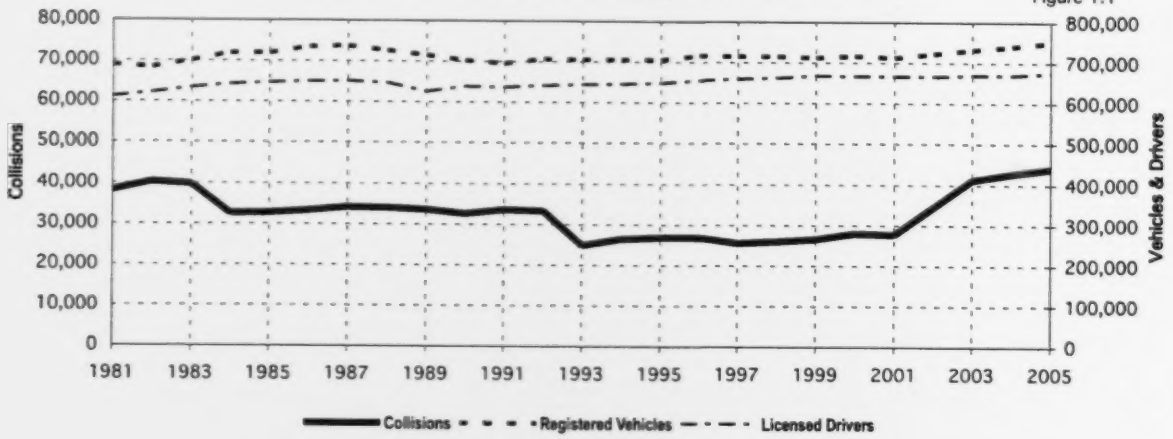
The increase in the total number of collisions can be mainly attributed to the change in accident reporting procedures implemented in August 2002. This change resulted in a 49.5 per cent increase in the number of property damage only (PDO) collisions captured by TAIS in 2003 as compared to the previous three-year average. A year to year comparison of PDO collisions between 2004 and 2005 shows a 3.95 per cent increase.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 136 and 5,174 respectively. Trends in all collisions showed an upward trend until 1979-1980, and dropped off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



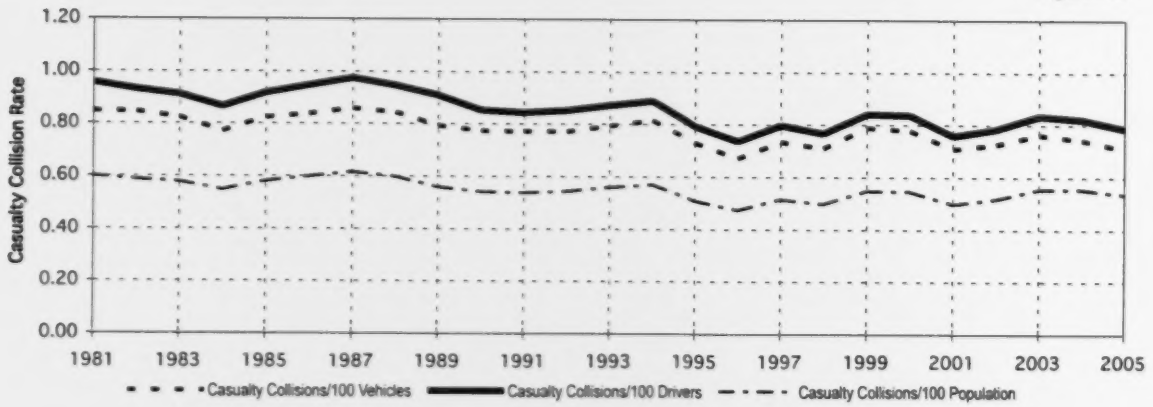
Three Year Summary

	2003	2004	2005	% Change
Registered Vehicles	731,891	740,554	750,640	1.36
Licensed Drivers	668,572	669,852	674,870	0.75
Total Collisions	41,155	42,677	43,955	2.99

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three Year Summary

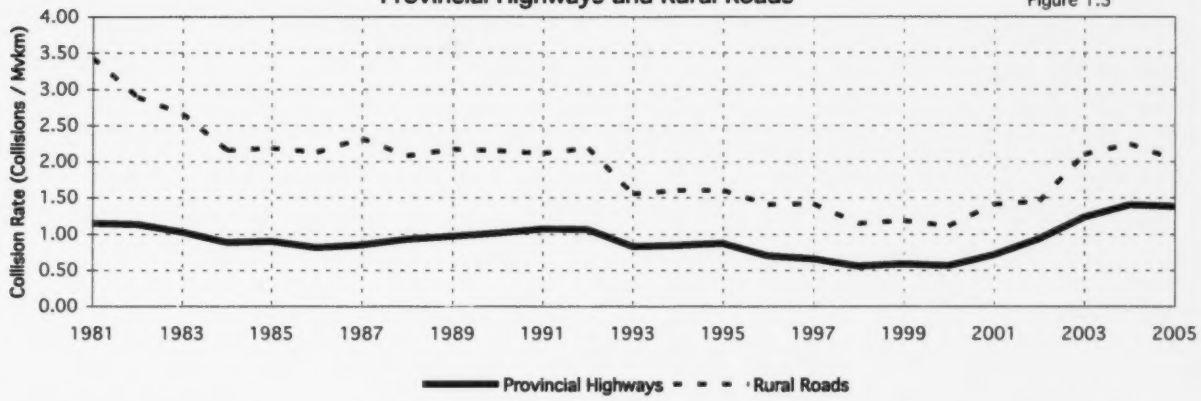
	2003	2004	2005	% Change
Casualty Collisions / 100 Registered Vehicles	0.76	0.74	0.71	-4.77
Casualty Collisions / 100 Licensed Drivers	0.84	0.82	0.79	-4.19
Casualty Collisions / 100 Population	0.55	0.55	0.53	-3.47

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three Year Summary By Road System

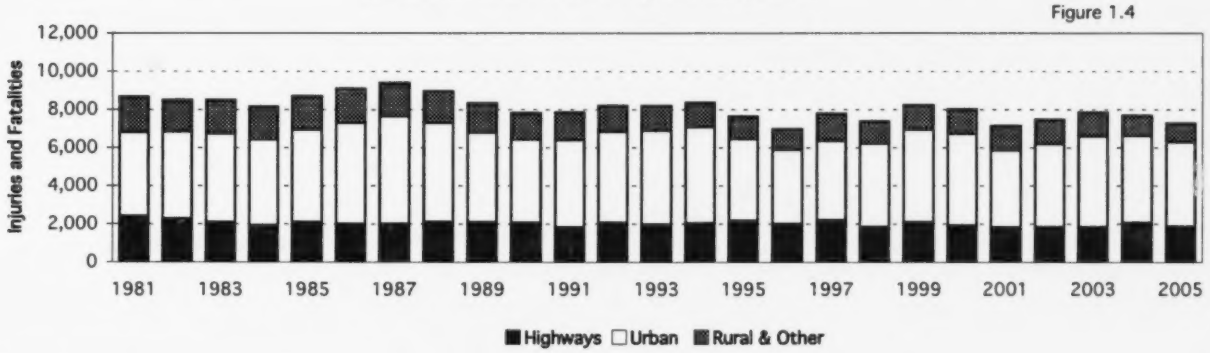
Collisions per Million Vehicle Kms

	2003	2004	2005	% Change
Provincial Highways	1.23	1.40	1.38	-1.67
Rural Roads	2.10	2.24	2.03	-9.50

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three Year Summary by Road System

Personal Injuries

	2003	2004	2005	% Change
Provincial Highways	1,758	1,960	1,762	-10.10
Urban Streets	4,722	4,554	4,408	-3.21
Rural Roads	963	812	647	-20.32
Other Roads	241	217	294	35.48
Total Roads	**7,684**	**7,543**	**7,111**	**-5.73**

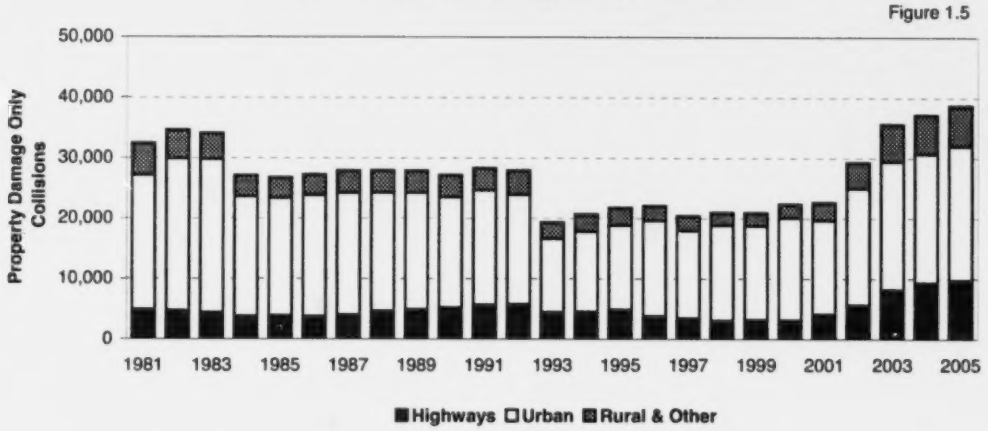
Fatalities

2003	2004	2005	% Change
85	82	95	15.85
20	17	24	41.18
35	24	24	0.00
8	3	4	33.33
148	**126**	**147**	**16.67**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three Year Summary by Road System

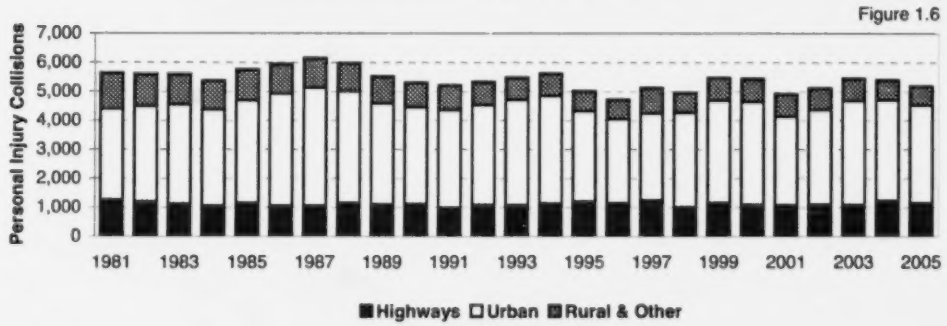
Property Damage Collisions

	2003	2004	2005	% Change
Provincial Highways	8,153	9,318	9,702	4.12
Urban Streets	21,253	21,386	22,285	4.20
Rural Roads	3,909	4,368	4,009	-8.22
Other Roads	2,250	2,098	2,643	25.98
Total Roads	**35,565**	**37,170**	**38,639**	**3.95**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three Year Summary by Road System

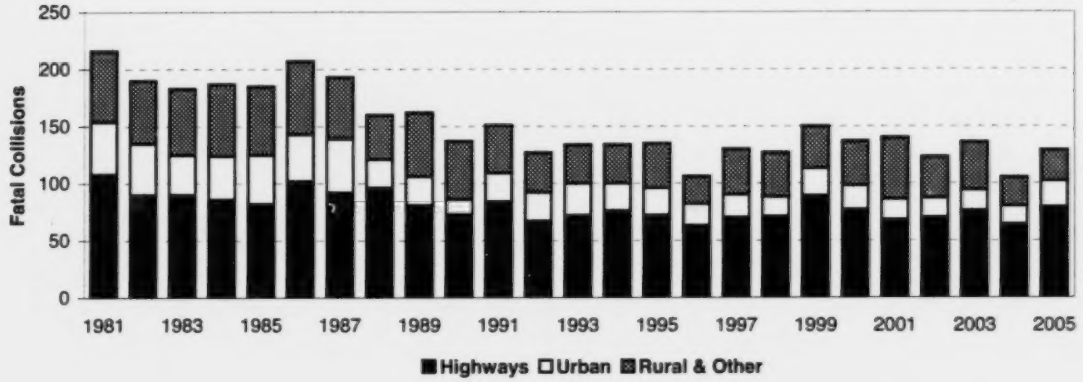
Personal Injury Collisions

	2003	2004	2005	% Change
Provincial Highways	1,069	1,218	1,132	-7.06
Urban Streets	3,607	3,494	3,396	-2.80
Rural Roads	628	533	462	-13.32
Other Roads	150	157	197	25.48
Total Roads	**5,454**	**5,402**	**5,187**	**-3.98**

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Fatal Collisions

Figure 1.7



Three Year Summary by Road System

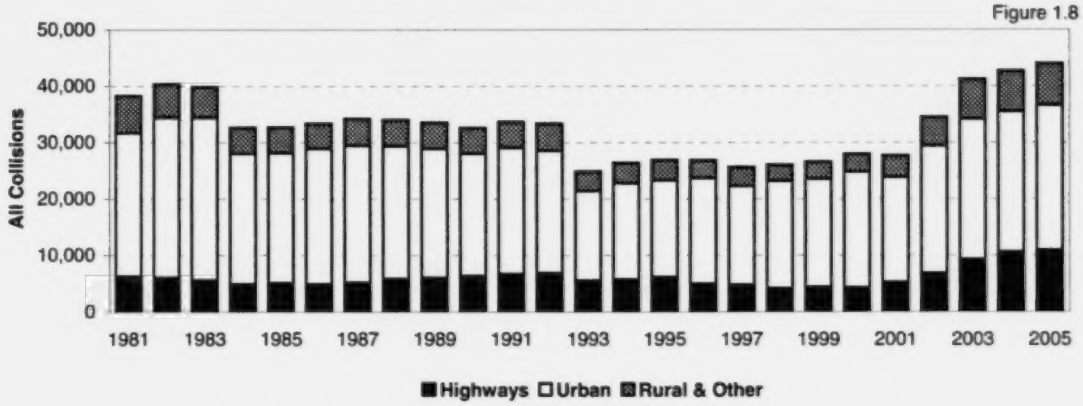
Fatal Collisions

	2003	2004	2005	% Change
Provincial Highways	76	64	79	23.44
Urban Streets	18	16	23	43.75
Rural Roads	34	22	23	4.55
Other Roads	8	3	4	33.33
Total Roads	**136**	**105**	**129**	**22.86**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three Year Summary by Road System

All Collisions

	2003	2004	2005	% Change
Provincial Highways	9,298	10,600	10,913	2.95
Urban Streets	24,878	24,896	25,704	3.25
Rural Roads	4,571	4,923	4,494	-8.71
Other Roads	2,408	2,258	2,844	25.95
Total Roads	**41,155**	**42,677**	**43,955**	**2.99**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	2000	2001	2002*	2003	2004	Average 2003-2004	2005	% Change **
January	2,553	2,104	2,662	3,515	4,617	4,066.0	4,738	16.5
February	1,695	1,975	1,782	2,922	3,382	3,152.0	2,801	-11.1
March	1,208	1,643	2,127	2,608	3,308	2,958.0	3,174	7.3
April	1,324	1,394	1,600	2,650	1,954	2,302.0	2,238	-2.8
May	1,398	1,440	1,471	2,250	2,191	2,220.5	2,341	5.4
June	1,664	1,575	1,699	2,524	2,644	2,584.0	3,001	16.1
July	1,653	1,608	1,560	2,521	2,654	2,587.5	2,830	9.4
August	1,441	1,646	2,441	2,498	2,193	2,345.5	2,500	6.6
September	1,591	1,668	2,468	2,610	2,474	2,542.0	2,629	3.4
October	1,633	2,300	3,525	3,416	3,689	3,552.5	2,982	-16.1
November	2,601	2,246	3,680	4,118	3,556	3,837.0	4,384	14.3
December	3,587	3,039	4,225	3,933	4,508	4,220.5	5,021	19.0
Totals	**22,348**	**22,638**	**29,240**	**35,565**	**37,170**	**36,367.5**	**38,639**	**6.2**

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

Total Injuries by Month and Year

Figure 1.10

Month	2000	2001	2002*	2003	2004	Average 2002-2004	2005	% Change **
January	665	502	525	650	602	592.3	734	23.9
February	513	538	393	516	729	546.0	381	-30.2
March	499	498	525	523	745	597.7	605	1.2
April	553	464	446	533	435	471.3	447	-5.2
May	611	531	607	582	518	569.0	497	-12.7
June	739	606	707	737	602	682.0	640	-6.2
July	713	644	600	735	632	655.7	620	-5.4
August	714	681	709	708	662	693.0	644	-7.1
September	722	607	679	653	637	656.3	623	-5.1
October	735	654	694	719	706	706.3	611	-13.5
November	635	617	670	624	624	639.3	643	0.6
December	762	622	757	704	651	704.0	666	-5.4
Totals	**7,861**	**6,964**	**7,312**	**7,684**	**7,543**	**7,513.0**	**7,111**	**-5.4**

** % change is a comparison between 2005 and the 2002 - 2004 average.

Historical Trends – SECTION 1

Total Deaths by Month and Year

Figure 1.11

Month	2000	2001	2002*	2003	2004	Average 2002-2004	2005	% Change **
January	9	6	10	7	4	7.0	3	-57.1
February	10	7	5	7	4	5.3	4	-25.0
March	10	8	5	5	9	6.3	5	-21.1
April	12	11	7	12	10	9.7	7	-27.6
May	14	12	11	11	12	11.3	16	41.2
June	12	29	8	22	7	12.3	16	29.7
July	19	14	17	14	15	15.3	17	10.9
August	13	21	15	19	15	16.3	17	4.1
September	17	18	15	12	19	15.3	11	-28.3
October	18	12	19	21	16	18.7	13	-30.4
November	8	21	8	8	8	8.0	20	150.0
December	9	8	17	10	7	11.3	18	58.8
Totals	**151**	**167**	**137**	**148**	**126**	**137.0**	**147**	**7.3**

Total Collisions by Month and Year

Figure 1.12

Month	2000	2001	2002*	2003	2004	Average 2003-2004	2005	% Change **
January	3,054	2,474	3,033	4,016	5,086	4,551.0	5,305	16.6
February	2,084	2,370	2,065	3,317	3,894	3,605.5	3,107	-13.8
March	1,578	2,011	2,501	2,978	3,821	3,399.5	3,640	7.1
April	1,709	1,730	1,948	3,023	2,278	2,650.5	2,580	-2.7
May	1,842	1,817	1,885	2,689	2,560	2,624.5	2,707	3.1
June	2,167	2,015	2,184	3,030	3,078	3,054.0	3,465	13.5
July	2,132	2,069	1,988	3,023	3,114	3,068.5	3,281	6.9
August	1,926	2,126	2,925	3,014	2,668	2,841.0	2,970	4.5
September	2,093	2,106	2,976	3,087	2,964	3,025.5	3,098	2.4
October	2,145	2,766	4,044	3,957	4,202	4,079.5	3,432	-15.9
November	3,069	2,717	4,175	4,580	4,008	4,294.0	4,862	13.2
December	4,129	3,488	4,756	4,441	5,004	4,722.5	5,508	16.6
Totals	**27,928**	**27,689**	**34,480**	**41,155**	**42,677**	**41,916.0**	**43,955**	**4.9**

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2005 and the 2002 - 2004 average.

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2005 traffic collisions, injuries and deaths as compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2005 occurred Friday afternoons between the hours of 4 and 5 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

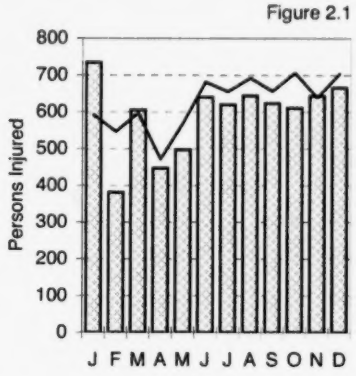


Figure 2.2

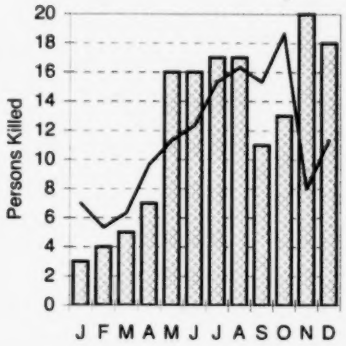
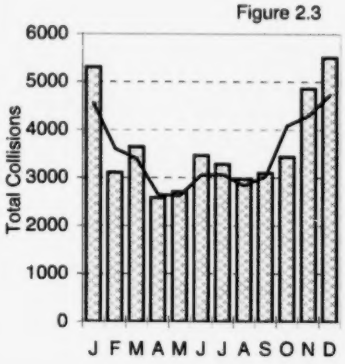


Figure 2.3



2005 Avg. (2002 - 2004)

Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	4,738	564	3	5,305	734	3
February	2,801	303	3	3,107	381	4
March	3,174	461	5	3,640	605	5
April	2,238	335	7	2,580	447	7
May	2,341	351	15	2,707	497	16
June	3,001	450	14	3,465	640	16
July	2,830	437	14	3,281	620	17
August	2,500	454	16	2,970	644	17
September	2,629	458	11	3,098	623	11
October	2,982	437	13	3,432	611	13
November	4,384	461	17	4,862	643	20
December	5,021	476	11	5,508	666	18
Total	**38,639**	**5,187**	**129**	**43,955**	**7,111**	**147**

Collisions During 2005 Holiday Periods

Figure 2.5

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness March 6-12	(Sun -Sat)	613	92	1	706	116	1
Easter, March 25 - 28	(Fri - Mon)	310	37	0	347	47	0
Victoria Day, May 20 - 23	(Fri - Mon)	336	52	3	391	76	3
Canada Day, July 1 - 4	(Fri - Mon)	380	65	2	447	95	2
Heritage Day, July 29 - Aug. 1	(Fri - Mon)	309	60	2	371	85	3
Labour Day, Sept. 2 - 5	(Fri - Mon)	329	62	1	392	91	1
Thanksgiving Day, Oct. 7 - 10	(Fri - Mon)	351	64	1	416	106	1
Remembrance Day, Nov. 11- 14	(Fri - Mon)	726	74	4	804	107	6
Safe Driving Week, Dec. 1 - 7	(Thur - Wed)	1199	88	0	1287	124	0
Christmas Holidays, Dec. 23 - 26	(Fri - Mon)	487	45	1	533	73	3
Total		**5,040**	**639**	**15**	**5,694**	**920**	**20**

Time of Occurrence – SECTION 2

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

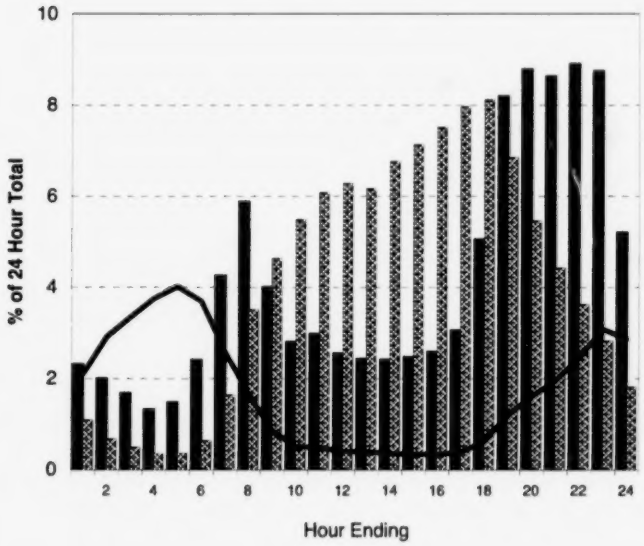
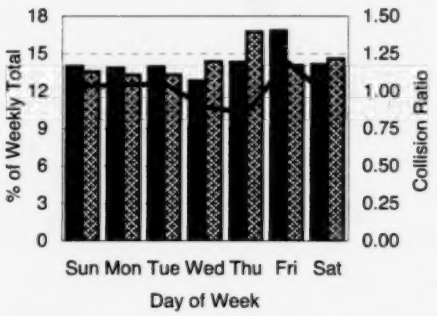


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	153	74	78	73	86	117	211	792	1.8
1 to 2 a.m.	162	74	59	56	66	101	217	735	1.7
2 to 3 a.m.	175	53	67	57	73	106	241	772	1.8
3 to 4 a.m.	145	45	44	43	51	76	158	562	1.3
4 to 5 a.m.	88	44	46	41	34	67	102	422	1.0
5 to 6 a.m.	73	100	75	67	75	94	80	564	1.3
6 to 7 a.m.	92	205	177	139	149	140	123	1,025	2.3
7 to 8 a.m.	100	318	390	311	325	293	152	1,889	4.3
8 to 9 a.m.	98	389	449	389	369	344	172	2,210	5.0
9 to 10 a.m.	147	227	267	239	203	259	211	1,553	3.5
10 to 11 a.m.	167	193	290	253	249	266	272	1,690	3.8
11 a.m. to 12 p.m.	207	292	308	263	260	320	297	1,947	4.4
12 to 1 p.m.	235	364	383	355	342	367	276	2,322	5.3
1 to 2 p.m.	222	303	356	318	288	353	340	2,180	5.0
2 to 3 p.m.	267	295	316	300	274	390	374	2,216	5.0
3 to 4 p.m.	257	419	430	424	443	484	323	2,780	6.3
4 to 5 p.m.	250	422	483	419	480	549	314	2,917	6.6
5 to 6 p.m.	226	435	495	417	505	443	302	2,823	6.4
6 to 7 p.m.	338	411	416	313	405	453	382	2,718	6.2
7 to 8 p.m.	348	344	384	339	382	443	338	2,578	5.9
8 to 9 p.m.	355	323	272	324	346	431	358	2,409	5.5
9 to 10 p.m.	356	292	301	326	346	415	350	2,386	5.4
10 to 11 p.m.	316	243	242	297	311	405	401	2,215	5.0
11 p.m. to 12 a.m.	175	159	165	174	209	285	344	1,511	3.4
Not Stated	92	98	106	86	103	114	140	739	1.7
Total	**5,044**	**6,122**	**6,599**	**6,023**	**6,374**	**7,315**	**6,478**	**43,955**	
Per cent	**11.5**	**13.9**	**15.0**	**13.7**	**14.5**	**16.6**	**14.7**		**100.0**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-a-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2005, a total of 52,375 factors contributed to 43,955 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 17.4 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (41.6%) than in all collisions (23.7%). Human condition and human action account for 49.3 per cent of all factors in collisions, as compared to 80.1 per cent of factors in fatal crashes.

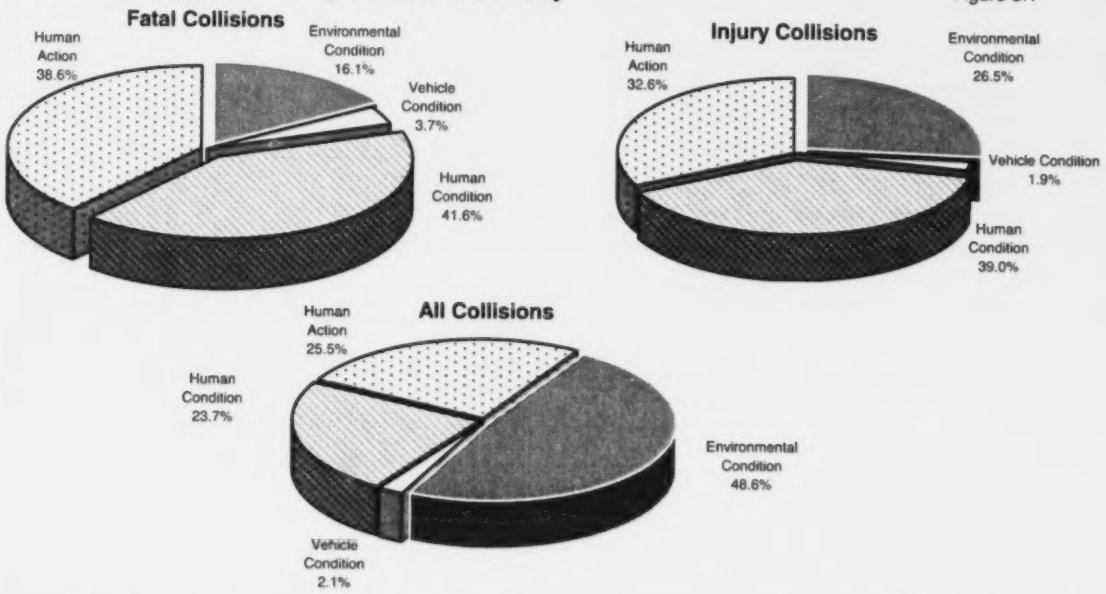
Figures 3.6 and 3.10 summarize the factors by road system. Seventy-one per cent of urban collisions are attributed to human factors, while environmental conditions are more prevalent in rural collisions (75%).

Top 10 Contributory Factors in Fatal Collisions During 2005

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Driver Inattention/Distraction	6	29	7	1	43	13.2
Alcohol Involvement	5	20	9	2	36	11.0
Driving Too Fast For Conditions	0	19	6	0	25	7.7
Fail to Yield/Traffic Control Disregarded	9	5	9	0	23	7.1
Exceeding the Speed Limit	4	10	5	0	19	5.8
Road Condition	0	14	0	0	14	4.3
Other Human Action	2	8	3	0	13	4.0
Weather Conditions	0	11	2	0	13	4.0
Driver Inexperience/Confusion	2	4	3	0	9	2.8
Passing or Lane Usage Improper	0	7	2	0	9	2.8

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	5,882	1,878	32	7,792	14.9
Driver Distraction	968	327	11	1,306	2.5
Had Been Drinking	410	172	7	589	1.1
Driving While Impaired	370	247	29	646	1.2
Extreme Fatigue	38	28	1	67	0.1
Fell Asleep	132	64	7	203	0.4
Driver Inexperience/Confusion	732	406	9	1,147	2.2
Lost Consciousness/Sudden Illness	30	29	1	60	0.1
Physical/Medical Disability	54	27	1	82	0.2
Drugs (Prescription or Illegal)	29	17	3	49	0.1
Defective Eyesight/Hearing	16	4	2	22	0.0
Other Human Conditions	322	143	8	473	0.9
Total	**8,983**	**3,342**	**111**	**12,436**	**23.7**

Count of Human Action Factors by Severity of Collision

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,026	778	14	2,818	5.4
Traffic Control Device Disregarded	705	323	9	1,037	2.0
Following too Closely	1,127	341	1	1,469	2.8
Driving too Fast for Conditions	1,038	419	25	1,482	2.8
Exceeding Speed Limit	182	111	19	312	0.6
Turning Improperly	597	106	0	703	1.3
Passing or Improper Lane Usage	824	100	9	933	1.8
Backing Unsafely	1,670	26	2	1,698	3.2
Fail to Signal	26	6	0	32	0.1
Driving Wrong Way in One Way Traffic	13	13	0	26	0.0
Taking Evasive Action	1,291	218	6	1,515	2.9
Careless Driving/Stunting	394	156	5	555	1.1
Pedestrian Action Contributed	6	4	0	10	0.0
Other Human Action	564	194	13	771	1.5
Total	**10,463**	**2,795**	**103**	**13,361**	**25.5**

Major Contributing Factors – SECTION 3

Count of Vehicle Condition Factors by Severity of Collision

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	73	32	1	106	0.2
Defective Lights	10	13	0	23	0.0
Defective Exhaust System	0	1	0	1	0.0
Load Shifted/Spilled	98	11	0	109	0.2
Vehicle Overloaded/Improperly Loaded	62	3	0	65	0.1
Defective Steering	24	8	1	33	0.1
Defective Suspension/Wheel Failure	42	2	0	44	0.1
Defective Tires/Tire Blowout	160	31	0	191	0.4
Defective Engine/Power Train/Wiring	35	9	0	44	0.1
Jackknife/Trailer Swing	107	10	2	119	0.2
View from Vehicle Obstructed	87	17	3	107	0.2
Other Vehicle Condition/Defective	228	20	1	249	0.5
Lights Not On	16	7	2	25	0.0
Total	**942**	**164**	**10**	**1,116**	**2.1**

Count of Environmental Condition Factors by Severity of Collision

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	11,042	229	3	11,274	21.5
Animal Action (Domestic)	384	38	0	422	0.8
Road Condition (Surface or Structure)	7,309	939	14	8,262	15.8
Loose Gravel	314	96	0	410	0.8
Snow Drift	292	42	0	334	0.6
Obstruction/Debris on Road	364	31	0	395	0.8
View Obstructed/Limited	471	109	7	587	1.1
Sun Glare	181	76	1	258	0.5
Construction Zone	109	16	0	125	0.2
Soft or Defective Shoulders	78	28	2	108	0.2
Lane Marking Inadequate	5	4	0	9	0.0
Traffic Control Device Not Working	12	14	1	27	0.1
Weather Conditions	1,277	441	13	1,731	3.3
Uninvolved Vehicle	846	97	1	944	1.8
Uninvolved Pedestrian	86	36	0	122	0.2
Other Environmental Condition	374	79	1	454	0.9
Total	**23,144**	**2,275**	**43**	**25,462**	**48.6**

Count of Human Condition Factors by Road System

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	6,864	560	229	139	7,792	14.9
Driver Distraction	1,013	185	78	30	1,306	2.5
Had Been Drinking	359	101	78	51	589	1.1
Driving While Impaired	446	109	49	42	646	1.2
Extreme Fatigue	17	41	7	2	67	0.1
Fell Asleep	38	143	16	6	203	0.4
Driver Inexperience/Confusion	610	224	240	73	1,147	2.2
Lost Consciousness/Sudden Illness	38	17	4	1	60	0.1
Physical /Medical Disability	64	14	2	2	82	0.2
Drugs (Prescription or Illegal)	37	8	2	2	49	0.1
Defective Eyesight/Hearing	14	7	1	0	22	0.0
Other Human Conditions	368	57	23	25	473	0.9
Total	**9,868**	**1,466**	**729**	**373**	**12,436**	**23.7**

Count of Human Action Factors by Road System

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,579	151	63	25	2,818	5.4
Traffic Control Device Disregarded	954	71	8	4	1,037	2.0
Following too Closely	1,385	69	9	6	1,469	2.8
Driving too Fast for Conditions	919	300	194	69	1,482	2.8
Exceeding Speed Limit	224	45	33	10	312	0.6
Turning Improperly	640	40	12	11	703	1.3
Passing or Improper Lane Usage	797	109	15	12	933	1.8
Backing Unsafely	1,618	17	17	46	1,698	3.2
Fail to Signal	22	9	0	1	32	0.1
Driving Wrong Way in One Way Traffic	25	1	0	0	26	0.0
Taking Evasive Action	747	387	246	135	1,515	2.9
Careless Driving/Stunting	418	61	46	30	555	1.1
Pedestrian Action Contributed	8	1	0	1	10	0.0
Other Human Action	613	90	37	31	771	1.5
Total	**10,949**	**1,351**	**680**	**381**	**13,361**	**25.5**

Count of Vehicle Condition Factors by Road System

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	83	11	9	3	106	0.2
Defective Lights	15	5	1	2	23	0.0
Defective Exhaust System	0	1	0	0	1	0.0
Load Shifted/Spilled	24	48	30	7	109	0.2
Vehicle Overloaded/Improperly Loaded	21	33	6	5	65	0.1
Defective Steering	15	7	8	3	33	0.1
Defective Suspension/Wheel Failure	15	18	9	2	44	0.1
Defective Tires/Tire Blowout	52	73	48	18	191	0.4
Defective Engine/Power Train/Wiring	30	8	4	2	44	0.1
Jackknife/Trailer Swing	26	48	28	17	119	0.2
View from Vehicle Obstructed	87	10	7	3	107	0.2
Other Vehicle Condition/Defective	116	83	21	29	249	0.5
Lights Not On	9	9	2	5	25	0.0
Total	**493**	**354**	**173**	**96**	**1,116**	**2.1**

Major Contributing Factors – SECTION 3

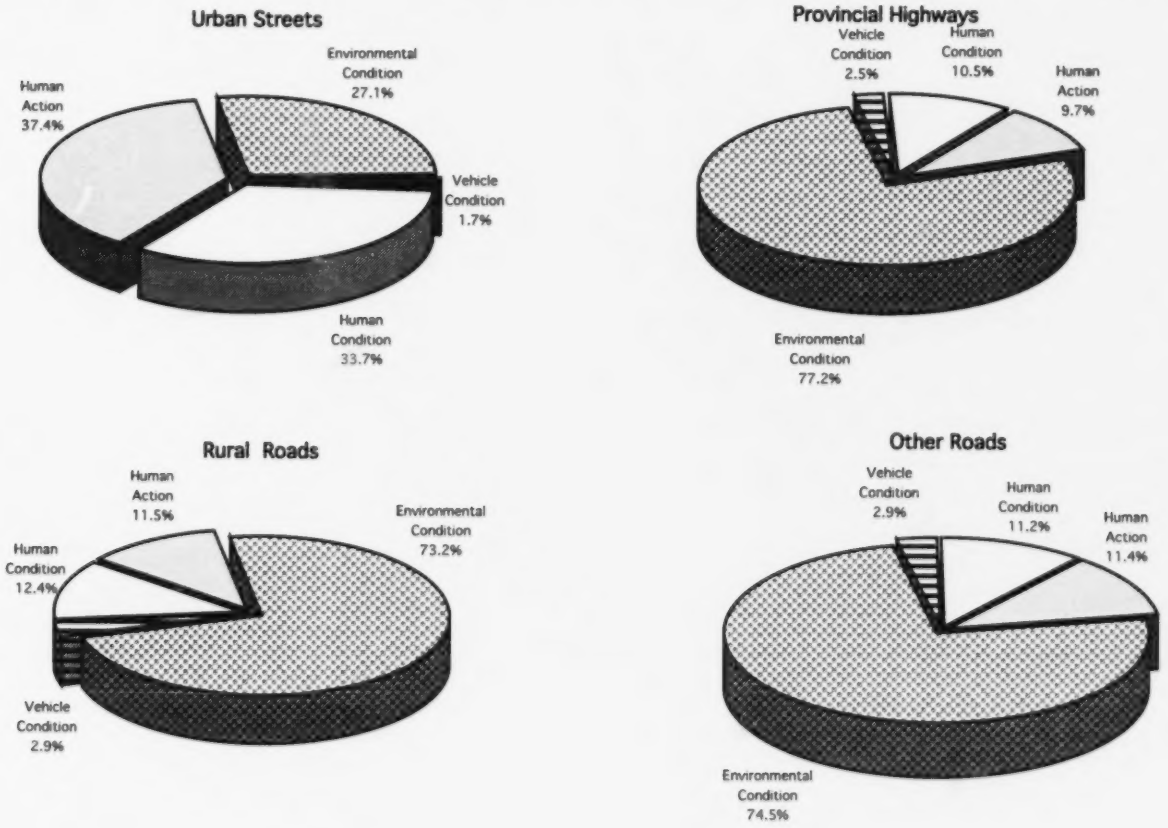
Count of Environmental Condition Factors by Road System

Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	133	7,170	2,485	1,486	11,274	21.5
Animal Action (Domestic)	86	153	108	75	422	0.8
Road Condition (Surface or Structure)	5,302	1,527	877	556	8,262	15.8
Loose Gravel	42	74	249	45	410	0.8
Snow Drift	129	98	66	41	334	0.6
Obstruction/Debris on Road	98	216	38	43	395	0.8
View Obstructed/Limited	348	133	63	43	587	1.1
Sun Glare	193	39	20	6	258	0.5
Construction Zone	64	48	9	4	125	0.2
Soft or Defective Shoulders	2	43	48	15	108	0.2
Lane Marking Inadequate	4	0	4	1	9	0.0
Traffic Control Device Not Working	12	1	10	4	27	0.1
Weather Conditions	671	777	206	77	1,731	3.3
Uninvolved Vehicle	558	300	40	46	944	1.8
Uninvolved Pedestrian	115	6	0	1	122	0.2
Other Environmental Condition	181	141	92	40	454	0.9
Total	**7,938**	**10,726**	**4,315**	**2,483**	**25,462**	**48.6**

Major Contributing Factors in Collisions by Road System

Figure 3.10



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

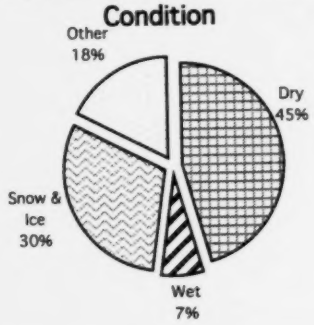
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (45.5%), clear weather (22%), daylight (53.4%) and on a straight/level stretch of road (30.9%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 65.6 per cent of collisions where a weather condition is "not stated."

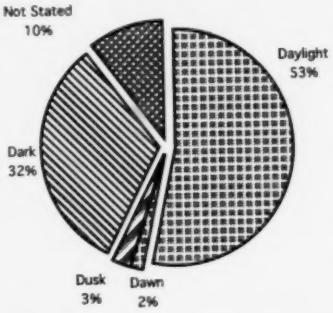
Figures 4.6 and 4.7 provide a breakdown of collisions that involve single and multiple vehicles. Single vehicle collisions account for 91.6 per cent of the collisions on rural roads, 87.7 per cent on provincial highways and 16.3 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

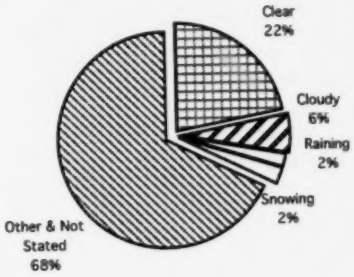
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	17,228	2,693	83	20,004	45.5
Wet	2,414	503	10	2,927	6.7
Loose Snow	417	135	3	555	1.3
Packed Snow/Ice	11,462	1,264	18	12,744	29.0
Loose Gravel or Sand	1,468	269	13	1,750	4.0
Muddy	170	31	2	203	0.5
Slush	121	54	0	175	0.4
Fresh Oil	3	1	0	4	0.0
Not Stated	5,356	237	0	5,593	12.7
Total	**38,639**	**5,187**	**129**	**43,955**	**100.0**

Collisions by Light Condition and Severity

Figure 4.2

Natural / Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	19,965	3,445	69	23,479	53.4
Dawn	576	113	3	692	1.6
Dusk	886	208	8	1,102	2.5
Dark/No Lighting*	9,955	622	35	10,612	24.1
Dark/Lighting On*	2,872	670	14	3,556	8.1
Not Stated	4,385	129	0	4,514	10.3
Total	**38,639**	**5,187**	**129**	**43,955**	**100.0**

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	6,383	3,189	84	9,656	22.0
Cloudy	1,790	791	25	2,606	5.9
Raining	618	223	4	845	1.9
Snowing	819	252	9	1,080	2.5
Sleet/Hail /Freezing Rain	107	69	3	179	0.4
Fog/Smoke/Smog	287	57	2	346	0.8
Drifting Snow/Dust	197	79	1	277	0.6
Strong Winds	85	42	1	128	0.3
Not Stated	28,353	485	0	28,838	65.6
Total	**38,639**	**5,187**	**129**	**43,955**	**100.0**

Environmental Factors – SECTION 4

Intersection Related Collisions by Severity

Type of Intersection	Property Damage Only	Personal Injury	Fatal
Street/Street	10,375	2,244	11
Street/Highway	121	58	0
Street/Grid-Municipal Road	58	27	0
Street/Private Approach, Driveway	2,183	154	2
Street/Alley, Other Road	429	31	0
Lane Alley/Lane Alley	72	13	0
Lane Alley/Private Approach, Driveway	82	3	0
Highway/Highway	221	51	3
Highway/Grid-Municipal Road	152	92	7
Highway/Private Approach, Driveway	53	27	2
Highway/Other Road	6	0	0
Grid-Municipal Road/Grid-Municipal Road	238	64	8
Grid-Municipal Road/Private Approach, Driveway	74	9	1
Grid-Municipal Road/Other Road	105	23	0
Other Road/Private Approach, Driveway	75	8	0
Total Intersection Related	**14,244**	**2,804**	**34**

Non Intersection Related Collisions by Severity

Collision Site	Property Damage Only	Personal Injury	Fatal
Non intersection (Urban)	7,689	761	10
Non intersection (Highway)	8,847	882	64
Non intersection (Rural)	3,547	376	13
Non intersection (Other Road)	2,212	143	4
Railroad level crossing (Urban)	53	14	0
Railroad level crossing (Highway)	27	4	1
Railroad level crossing (Rural)	10	4	1
Railroad level crossing (Other Road)	3	0	0
Bridge or Overpass (Urban)	192	42	0
Bridge or Overpass (Highway)	72	18	2
Bridge or Overpass (Rural)	16	2	0
Bridge or Overpass (Other Road)	5	1	0
Tunnel or Underpass (Urban)	30	11	0
Tunnel or Underpass (Highway)	2	1	0
Tunnel or Underpass (Rural)	1	1	0
Tunnel or Underpass (Other Road)	1	0	0
Passing Lane/Climbing Lane (Urban)	3	3	0
Passing Lane/Climbing Lane (Highway)	5	1	0
Passing Lane/Climbing Lane (Rural)	1	0	0
Passing Lane/Climbing Lane (Other Road)	4	1	0
Ramp (Urban)	87	41	0
Ramp (Highway)	7	4	0
Ramp (Rural Road)	0	0	0
Ramp (Other Road)	0	0	0
Off Roadway (Urban)	20	6	0
Off Roadway (Highway)	5	2	0
Off Roadway (Rural)	8	3	0
Off Roadway (Other Road)	19	0	0
Other/Not Stated (Urban)	976	29	0
Other/Not Stated (Highway)	235	9	0
Other/Not Stated (Rural)	109	4	0
Other/Not Stated (Other Road)	209	20	0
Total Non Intersection Related	**24,395**	**2,383**	**95**
Totals	**38,639**	**5,187**	**129**

Collisions by Configuration and Severity

Figure 4.6

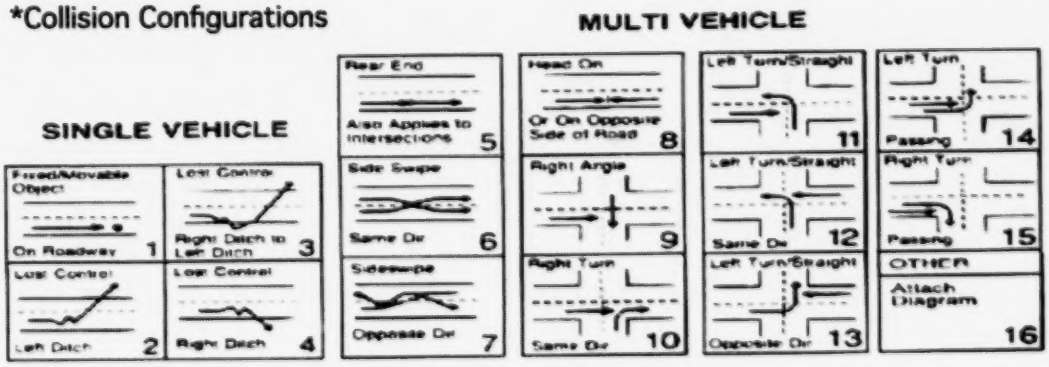
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	13,744	688	22	14,454	32.9
2 Lost Control Left Ditch	1,275	365	14	1,654	3.8
3 Lost Control Right to Left	283	135	12	430	1.0
4 Lost Control Right Ditch	3,030	635	20	3,685	8.4
Single Vehicle Total	**18,332**	**1,823**	**68**	**20,223**	**46.0**
5 Rear End	5,790	1,322	7	7,119	16.2
6 Side Swipe Same Direction	2,537	118	2	2,657	6.0
7 Side Swipe Opposite Direction	528	81	6	615	1.4
8 Head On	175	76	20	271	0.6
9 Right Angle	2,900	771	15	3,686	8.4
10 Right Turn Same Direction	209	24	0	233	0.5
11 Left Turn/Straight	674	165	4	843	1.9
12 Left Turn/Straight - Same Direction	281	43	1	325	0.7
13 Left Turn/Straight - Opposite Direction	1,072	296	2	1,370	3.1
14 Left Turn Passing	161	41	1	203	0.5
15 Right Turn Passing	166	15	0	181	0.4
Multiple Vehicle Total	**14,493**	**2,952**	**58**	**17,503**	**39.8**
16 Other Single or Multiple Vehicle	5,814	412	3	6,229	14.2
Total	**38,639**	**5,187**	**129**	**43,955**	**100.0**

Collisions by Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,400	7,655	2,696	1,703	14,454	32.9
2 Lost Control Left Ditch	437	592	435	190	1,654	3.8
3 Lost Control Right to Left	113	168	115	34	430	1.0
4 Lost Control Right Ditch	1,236	1,158	869	422	3,685	8.4
Single Vehicle Total	**4,186**	**9,573**	**4,115**	**2,349**	**20,223**	**46.0**
5 Rear End	6,701	301	59	58	7,119	16.2
6 Side Swipe Same Direction	2,497	132	14	14	2,657	6.0
7 Side Swipe Opposite Direction	466	90	28	31	615	1.4
8 Head On	199	47	12	13	271	0.6
9 Right Angle	3,435	155	72	24	3,686	8.4
10 Right Turn Same Direction	223	9	0	1	233	0.5
11 Left Turn/Straight	790	34	11	8	843	1.9
12 Left Turn/Straight - Same Direction	310	9	2	4	325	0.7
13 Left Turn/Straight - Opposite Direction	1,336	32	0	2	1,370	3.1
14 Left Turn Passing	144	49	8	2	203	0.5
15 Right Turn Passing	173	5	2	1	181	0.4
Multiple Vehicle Total	**16,274**	**863**	**208**	**158**	**17,503**	**39.8**
16 Other - Single or Multiple Vehicle	5,244	477	171	337	6,229	14.2
Total	**25,704**	**10,913**	**4,494**	**2,844**	**43,955**	**100.0**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	14,132	6,832	142	21,106	30.9
Straight/Steep Incline or Decline	277	104	2	383	0.6
Straight/Top of Hill (Crest)	168	80	6	254	0.4
Straight/Bottom of Hill (Sag)	136	69	11	216	0.3
Curved/Level or Near Level	876	433	25	1,334	2.0
Curved/Steep Incline or Decline	92	45	5	142	0.2
Curved/Top of Hill (Crest)	58	18	1	77	0.1
Curved/Bottom of Hill (Sag)	50	17	1	68	0.1
Dead End/Level or Near Level	31	19	0	50	0.1
Dead End/Steep Incline or Decline	5	2	0	7	0.0
Dead End/Top of Hill (Crest)	3	1	0	4	0.0
Dead End/Bottom of Hill (Sag)	1	1	0	2	0.0
Not Stated	43,034	1,528	17	44,579	65.3
Total	**58,863**	**9,149**	**210**	**68,222**	**100.0**

Collision Event by Severity of Collision

Figure 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Approach	140	77	4	221	0.4
Traffic Barricade	43	10	0	53	0.1
Building/Wall	139	22	1	162	0.3
Bridge Structure	95	16	0	111	0.2
Crash Cushions/Impact Attenuator	19	8	0	27	0.0
Culvert	37	14	0	51	0.1
Curbing	997	133	3	1,133	1.9
Delineator Post	31	3	0	34	0.1
Ditch Bottom/Back Slope	1,538	471	17	2,026	3.4
Debris on Road	274	14	2	290	0.5
Fence	512	40	3	555	0.9
Fire Hydrant, Parking Meter, Utility Box	87	4	0	91	0.2
Gravel Pile	23	12	0	35	0.1
Guard Rail	240	26	0	266	0.4
Lamp Support (Traffic Signal, Street Light)	375	104	2	481	0.8
Raised Median/Barrier	239	43	1	283	0.5
Power/Telephone Pole	316	40	1	357	0.6
Rock Face/Rocks on Road	220	7	0	227	0.4
Sign Post	421	33	0	454	0.8
Snow Bank/Drift	778	86	0	864	1.5
Tree/Bush	671	99	5	775	1.3
Other Fixed Object	913	38	0	951	1.6
Subtotal Fixed Objects	**8,108**	**1,300**	**39**	**9,447**	**15.9**
Hit Movable Object					
Another Road Vehicle	19,190	3,166	58	22,414	37.7
Animal	11,192	222	3	11,417	19.2
Pedestrian	3	323	17	343	0.6
Railroad Train	13	8	2	23	0.0
Other Movable Object	525	27	5	557	0.9
Subtotal Movable Objects	**30,923**	**3,746**	**85**	**34,754**	**58.4**
Non-Collision Event					
Ran Off Road	4,548	1,076	69	5,693	9.6
Overturned	1,248	958	58	2,264	3.8
Fire/Explosion	20	10	8	38	0.1
Submersion	50	8	2	60	0.1
Skidding/Sliding/Spinning	5,008	1,352	48	6,408	10.8
Load Spill	50	18	0	68	0.1
Jackknife/Trailer Swing	194	22	2	218	0.4
Other Non-Collision Events	518	52	3	573	1.0
Subtotal Non-Collision Events	**11,636**	**3,496**	**190**	**15,322**	**25.7**
Grand Total	**50,667**	**8,542**	**314**	**59,523**	**100.0**

Collision Events by Road System

Figure 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	35	98	51	37	221	0.4
Traffic Barricade	45	7	0	1	53	0.1
Building/Wall	155	2	2	3	162	0.3
Bridge Structure	65	30	12	4	111	0.2
Crash Cushions/Impact Attenuator	14	11	0	2	27	0.0
Culvert	12	15	19	5	51	0.1
Curbing	1,113	9	1	10	1,133	1.9
Delineator Post	30	1	1	2	34	0.1
Ditch Bottom/Back Slope	187	927	674	238	2,026	3.4
Debris on Road	67	171	25	27	290	0.5
Fence	246	115	127	67	555	0.9
Fire Hydrant, Parking Meter, Utility Box	89	0	0	2	91	0.2
Gravel Pile	16	1	15	3	35	0.1
Guard Rail	211	49	2	4	266	0.4
Lamp Support (Traffic Signal, Street Light)	454	22	1	4	481	0.8
Raised Median/Barrier	265	15	2	1	283	0.5
Power/Telephone Pole	280	38	26	13	357	0.6
Rock Face/Rocks on Road	24	61	79	63	227	0.4
Sign Post	305	105	19	25	454	0.8
Snow Bank/Drift	525	139	116	84	864	1.5
Tree/Bush	395	108	135	137	775	1.3
Other Fixed Objects	626	132	106	87	951	1.6
Subtotal - Fixed Objects	**5,159**	**2,056**	**1,413**	**819**	**9,447**	**15.9**
Hit Movable Object						
Another Road Vehicle	20,866	978	239	331	22,414	37.7
Animal	187	7,235	2,474	1,521	11,417	19.2
Pedestrian	301	23	2	17	343	0.6
Railroad Train	8	7	7	1	23	0.0
Other Movable Objects	247	210	51	49	557	0.9
Subtotal - Movable Objects	**21,609**	**8,453**	**2,773**	**1,919**	**34,754**	**58.4**
Non-Collision Event						
Ran Off Road	1,759	1,936	1,334	664	5,693	9.6
Overturned	200	1,088	765	211	2,264	3.8
Fire/Explosion	6	24	6	2	38	0.1
Submersion	6	19	16	19	60	0.1
Skidding/Sliding/Spinning	3,452	1,665	942	349	6,408	10.8
Load Spill	11	32	21	4	68	0.1
Jackknife/Trailer Swing	28	113	46	31	218	0.4
Other Non-Collision Events	183	261	54	75	573	1.0
Subtotal - Non-Collision Events	**5,645**	**5,138**	**3,184**	**1,355**	**15,322**	**25.7**
Grand Total	**32,413**	**15,647**	**7,370**	**4,093**	**59,523**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	745	393	4	1,142	1.7
Undivided Two Way	9,058	4,066	150	13,274	19.5
Divided Raised Median	2,955	1,848	13	4,816	7.1
Divided Depressed/Painted Median	2,242	1,221	25	3,488	5.1
Other	531	154	3	688	1.0
Not Stated	43,332	1,467	15	44,814	65.7
Grand Total	**58,863**	**9,149**	**210**	**68,222**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision.
Figures 4.9 and 4.10 summarize the 59,523 events that were recorded in 43,955 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

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Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours which increase their collision risk.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions or are involved in at-fault collisions to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault collisions, are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault collisions may result in the driver being required to a take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

The Graduated Driver's Licensing Program is designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program – Learner, Novice 1 and Novice 2. As drivers pass through the stages, they see fewer restrictions. Novice 2 stage drivers must drive 12 months without an at-fault collision, traffic conviction or suspension to graduate to an experienced driver.

New drivers that receive traffic convictions or are found at fault for a collision will be subjected at an earlier stage than experienced drivers to a driver improvement program. After each incident, drivers will be required to attend sessions such as a Traffic Safety Workshop or Education Session, Defensive Driving or Driver Improvement Training. Further incidents will result in a driver's licence suspension.

Saskatchewan has a zero alcohol tolerance level for new drivers.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers In 2005 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,318	4,136	8,454	102	84	0	186	136	49	1	186	22.00	0.24
16	6,267	6,005	12,272	1,221	965	1	2,187	1,845	337	5	2,187	178.21	1.94
17	6,422	6,130	12,552	1,193	922	3	2,118	1,791	323	4	2,118	168.74	1.84
18	6,436	6,138	12,574	1,391	827	2	2,220	1,898	315	7	2,220	176.55	1.92
19	6,445	6,215	12,660	1,327	796	2	2,125	1,802	313	10	2,125	167.85	1.83
20	6,641	6,271	12,912	1,223	675	2	1,900	1,608	284	8	1,900	147.15	1.60
21	6,430	6,243	12,673	1,164	707	0	1,871	1,573	290	8	1,871	147.64	1.61
22	6,267	6,212	12,479	964	612	2	1,578	1,337	238	3	1,578	126.45	1.38
23	6,122	6,079	12,201	1,004	559	3	1,566	1,318	246	2	1,566	128.35	1.40
24	5,968	5,749	11,717	897	497	2	1,396	1,186	206	4	1,396	119.14	1.30
25	5,865	5,353	11,218	790	454	1	1,245	1,051	189	5	1,245	110.98	1.21
26	5,556	5,468	11,024	748	426	2	1,176	995	177	4	1,176	106.68	1.16
27	5,268	5,248	10,516	696	420	3	1,119	970	147	2	1,119	106.41	1.16
28	5,305	5,214	10,519	641	387	2	1,030	869	158	3	1,030	97.92	1.07
29	5,116	5,119	10,235	644	351	3	998	868	127	3	998	97.51	1.06
30	5,111	5,058	10,169	643	377	2	1,022	858	161	3	1,022	100.50	1.09
31	5,019	4,986	10,005	566	346	1	913	774	137	2	913	91.25	0.99
32	4,844	4,952	9,796	606	320	0	926	780	144	2	926	94.53	1.03
33	5,071	4,953	10,024	550	335	1	886	747	136	3	886	88.39	0.96
34	4,966	5,086	10,052	555	390	3	948	799	145	4	948	94.31	1.03
35	4,989	5,025	10,014	532	342	1	875	758	114	3	875	87.38	0.95
36	5,037	5,104	10,141	570	355	2	927	785	141	1	927	91.41	1.00
37	5,130	5,161	10,291	561	367	2	930	793	135	2	930	90.37	0.98
38	5,137	5,121	10,258	557	373	1	931	800	127	4	931	90.76	0.99
39	5,448	5,480	10,928	551	358	1	910	755	149	6	910	83.27	0.91
40	5,927	5,972	11,899	620	413	4	1,037	880	153	4	1,037	87.15	0.95
41	6,355	6,563	12,918	703	450	0	1,153	1,020	130	3	1,153	89.26	0.97
42	6,871	6,940	13,811	705	441	4	1,150	978	166	6	1,150	83.27	0.91
43	6,852	6,988	13,840	717	443	1	1,161	992	166	3	1,161	83.89	0.91
44	7,104	6,973	14,077	701	388	1	1,090	961	127	2	1,090	77.43	0.84
45	7,114	7,019	14,133	680	393	1	1,074	921	148	5	1,074	75.99	0.83
46	7,206	7,135	14,341	683	438	0	1,121	954	165	2	1,121	78.17	0.85
47	7,014	6,973	13,987	686	384	2	1,072	934	136	2	1,072	76.64	0.83
48	7,261	6,957	14,218	683	405	2	1,090	944	140	6	1,090	76.66	0.83
49	7,062	6,674	13,736	686	381	1	1,068	914	153	1	1,068	77.75	0.85
50	7,218	6,886	14,104	677	356	1	1,034	875	154	5	1,034	73.31	0.80
51	7,037	6,730	13,767	633	351	1	985	849	134	2	985	71.55	0.78
52	6,614	6,336	12,950	588	290	0	878	747	130	1	878	67.80	0.74
53	6,323	5,847	12,170	532	251	0	783	670	110	3	783	64.34	0.70
54	5,986	5,450	11,436	495	276	0	771	665	103	3	771	67.42	0.73
55	5,629	5,409	11,038	500	224	0	724	635	85	4	724	65.59	0.71
56	5,644	5,255	10,899	485	244	2	731	643	85	3	731	67.07	0.73
57	5,333	5,041	10,374	402	216	0	618	521	97	0	618	59.57	0.65
58	5,514	5,058	10,572	437	198	1	636	561	73	2	636	60.16	0.66
59	4,820	4,685	9,505	352	198	0	550	477	72	1	550	57.86	0.63
60	4,371	3,966	8,337	313	163	0	476	413	59	4	476	57.09	0.62
61	4,110	3,850	7,960	342	162	2	506	440	64	2	506	63.57	0.69
62	4,027	3,806	7,833	307	155	1	463	382	78	3	463	59.11	0.64

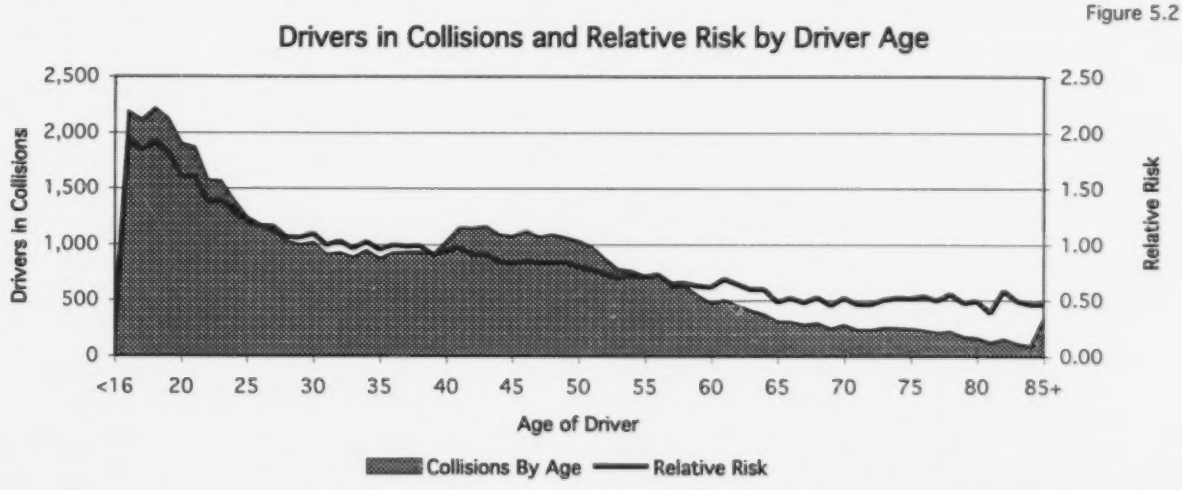
Driver Factors – SECTION 5

	Licensed Drivers			Drivers In 2005 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,784	3,687	7,471	298	115	0	413	356	57	0	413	55.28	0.60
64	3,520	3,383	6,903	261	119	0	380	324	55	1	380	55.05	0.60
65	3,677	3,397	7,074	212	104	0	316	262	54	0	316	44.67	0.49
66	3,377	3,202	6,579	213	102	0	315	269	46	0	315	47.88	0.52
67	3,309	3,105	6,414	180	105	0	285	252	31	2	285	44.43	0.48
68	3,095	3,093	6,188	195	104	1	300	253	46	1	300	48.48	0.53
69	3,149	2,902	6,051	178	75	0	253	221	32	0	253	41.81	0.46
70	3,096	2,845	5,941	198	87	0	285	249	34	2	285	47.97	0.52
71	2,924	2,766	5,690	157	85	1	243	214	29	0	243	42.71	0.47
72	2,903	2,716	5,619	170	71	0	241	204	37	0	241	42.89	0.47
73	2,934	2,672	5,606	188	73	0	261	227	32	2	261	46.56	0.51
74	2,778	2,510	5,288	160	95	0	255	218	35	2	255	48.22	0.53
75	2,694	2,560	5,254	167	83	0	250	216	31	3	250	47.58	0.52
76	2,531	2,285	4,816	160	77	0	237	209	28	0	237	49.21	0.54
77	2,419	2,322	4,741	150	66	1	217	181	33	3	217	45.77	0.50
78	2,289	2,122	4,411	158	68	0	226	205	21	0	226	51.24	0.56
79	2,140	1,966	4,106	122	57	0	179	156	21	2	179	43.59	0.47
80	1,925	1,740	3,665	110	57	0	167	146	20	1	167	45.57	0.50
81	1,884	1,650	3,534	93	34	0	127	107	19	1	127	35.94	0.39
82	1,564	1,419	2,983	103	58	0	161	134	26	1	161	53.97	0.59
83	1,404	1,203	2,607	75	43	1	119	102	17	0	119	45.65	0.50
84	1,221	1,104	2,325	74	25	0	99	84	15	0	99	42.58	0.46
85+	4,544	3,471	8,015	262	79	1	342	292	46	4	342	42.67	0.46
NS	0	0	0	266	79	3,811	4,156	3,944	210	2	4,156		
Total	343,731	331,139	674,870	36,773	21,326	3,882	61,981	53,297	8,491	193	61,981	91.84	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: for under 16 age group - (186/8,454) x 1,000 = 22.00

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 22.00/91.84= 0.24

Figure 5.2



Licensed Drivers by Age, Gender and Year

Figure 5.3

	2003			2004			2005		
Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,086	3,961	8,047	4,223	4,188	8,411	4,318	4,136	8,454
16	6,131	5,912	12,043	6,138	5,949	12,087	6,267	6,005	12,272
17	6,557	6,140	12,697	6,340	6,101	12,441	6,422	6,130	12,552
18	6,915	6,466	13,381	6,578	6,228	12,806	6,436	6,138	12,574
19	6,670	6,442	13,112	6,716	6,344	13,060	6,445	6,215	12,660
20	6,540	6,384	12,924	6,471	6,278	12,749	6,641	6,271	12,912
21	6,514	6,360	12,874	6,413	6,340	12,753	6,430	6,243	12,673
22	6,310	6,031	12,341	6,267	6,166	12,433	6,267	6,212	12,479
23	6,205	5,615	11,820	6,089	5,849	11,938	6,122	6,079	12,201
24	5,844	5,661	11,505	5,965	5,464	11,429	5,968	5,749	11,717
25 - 34	51,363	51,024	102,387	51,286	51,104	102,390	52,121	51,437	103,558
35 - 44	63,365	63,546	126,911	60,871	61,313	122,184	58,850	59,327	118,177
45 - 54	66,515	63,066	129,581	67,458	64,457	131,915	68,835	66,007	134,842
55 - 64	43,529	40,880	84,409	45,187	42,479	87,666	46,752	44,140	90,892
65 - 74	31,297	28,690	59,987	31,270	28,904	60,174	31,242	29,208	60,450
75 >	23,955	20,598	44,553	24,239	21,177	45,416	24,615	21,842	46,457
Total	341,796	326,776	668,572	341,511	328,341	669,852	343,731	331,139	674,870

Drivers In Collisions by Age, Gender and Year

Figure 5.4

	2003				2004				2005			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	105	86	0	191	110	68	0	178	102	84	0	186
16	1,317	994	2	2,313	1,282	974	6	2,262	1,221	965	1	2,187
17	1,428	910	4	2,342	1,274	884	1	2,159	1,193	922	3	2,118
18	1,503	877	1	2,381	1,387	822	2	2,211	1,391	827	2	2,220
19	1,382	713	3	2,098	1,413	805	5	2,223	1,327	796	2	2,125
20	1203	649	1	1,853	1235	714	1	1,950	1223	675	2	1,900
21	1074	632	3	1,709	1098	634	1	1,733	1164	707	0	1,871
22	1058	499	1	1,558	1018	568	3	1,589	964	612	2	1,578
23	890	513	2	1,405	946	528	6	1,480	1004	559	3	1,566
24	843	511	2	1356	834	477	3	1314	897	497	2	1396
25 - 34	5,894	3,515	9	9,418	6,292	3,856	20	10,168	6,439	3,806	18	10,263
35 - 44	6,182	3,952	6	10,140	6,323	3,946	21	10,290	6,217	3,930	17	10,164
45 - 54	5,611	3,170	3	8,784	5,941	3,366	13	9,320	6,343	3,525	8	9,876
55 - 64	3,220	1536	3	4,759	3,485	1685	13	5,183	3,697	1794	6	5,497
65 - 74	1,991	872	1	2,864	1,924	852	2	2,778	1,851	901	2	2,754
75 >	1,466	670	1	2,137	1,469	642	4	2,115	1,474	647	3	2,124
NS *	520	172	3,483	4,175	489	133	3,351	3,973	266	79	3,811	4,156
Total	35,687	20,271	3,525	59,483	36,520	20,954	3,452	60,926	36,773	21,326	3,882	61,981

Drivers In Collisions by Age, Collision Severity and Year

Figure 5.5

	2003				2004				2005			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	143	46	2	191	127	49	2	178	136	49	1	186
16	1,887	421	5	2,313	1,861	398	3	2,262	1,845	337	5	2,187
17	1,926	411	5	2,342	1,826	330	3	2,159	1,791	323	4	2,118
18	1,969	400	12	2,381	1,842	369	0	2,211	1,898	315	7	2,220
19	1,753	332	13	2,098	1,858	363	2	2,223	1,802	313	10	2,125
20	1,543	303	7	1,853	1,632	314	4	1,950	1,608	284	8	1,900
21	1428	279	2	1,709	1436	292	5	1,733	1573	290	8	1,871
22	1307	247	4	1,558	1359	227	3	1,589	1337	238	3	1,578
23	1160	244	1	1,405	1264	212	4	1,480	1318	246	2	1,566
24	1134	220	2	1356	1098	210	6	1314	1186	206	4	1396
25 - 34	7,832	1,551	35	9,418	8,516	1,627	25	10,168	8,711	1,521	31	10,263
35 - 44	8,563	1,544	33	10,140	8,709	1,546	35	10,290	8,722	1,408	34	10,164
45 - 54	7,495	1,263	26	8,784	8,012	1,283	25	9,320	8,473	1,373	30	9,876
55 - 64	4,035	708	16	4,759	4,423	746	14	5,183	4,752	725	20	5,497
65 - 74	2,410	445	9	2,864	2,356	411	11	2,778	2,369	376	9	2,754
75 >	1,782	343	12	2,137	1,785	318	12	2,115	1,832	277	15	2,124
NS *	3,928	245	2	4,175	3,772	201	0	3,973	3,944	210	2	4,156
Total	50,295	9,002	186	59,483	51,876	8,896	154	60,926	53,297	8,491	193	61,981

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	74	61	1	136	2.3
Disobey Stop Sign	176	122	0	298	5.1
Fail to Signal	3	3	0	6	0.1
Speed too Fast for Conditions	206	100	1	307	5.2
Driving Without Due Care	557	358	5	920	15.7
Following too Close	192	125	0	317	5.4
Passing on Right	6	2	0	8	0.1
Improper Lane Change	59	16	0	75	1.3
Improper Turn	107	35	0	142	2.4
Fail to Yield Right of Way	578	338	1	917	15.7
Passing When Unsafe	13	8	1	22	0.4
Driving Left of Centre	16	14	0	30	0.5
Driving Wrong Way on a One Way Street	2	1	0	3	0.1
Fail to Yield to Pedestrian	2	27	1	30	0.5
Fail to Report	246	41	0	287	4.9
Disobey Traffic Signal	179	130	0	309	5.3
Improper Parking on Highway or Street	2	3	0	5	0.1
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	1	3	0	4	0.1
Lights, Tires, Windshield or Bumper Height *	5	5	0	10	0.2
Dangerous Driving	30	20	4	54	0.9
Driving While Disqualified	97	66	2	165	2.8
Criminal Negligence	1	1	0	2	0.0
Fail to Remain at Scene	122	13	0	135	2.3
Impaired Driving/Refuse Testing	285	184	11	480	8.2
Unsafe Backing	84	4	1	89	1.5
No Driver's Licence	238	132	4	374	6.4
Operator or Passenger Not Using Seatbelt	3	21	2	26	0.4
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	13	5	0	18	0.3
24-Hour Suspension	97	24	0	121	2.1
Other Offence	374	185	1	560	9.6
Total	**3,768**	**2,047**	**35**	**5,850**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	13	142	134	114	104	87	273	420	367	339	251	479	95	2,818	21.1
Control Device Disregarded	8	55	37	55	40	43	122	159	126	119	83	142	48	1,037	7.8
Following too Close	2	69	68	93	91	52	215	264	214	186	96	77	42	1,469	11.0
Too Fast for Road Conditions	15	136	103	112	89	74	210	261	170	140	58	41	73	1,482	11.1
Exceeding Speed Limit	7	32	26	27	28	22	47	47	27	18	4	7	20	312	2.3
Turning Improperly	6	43	32	30	25	36	78	108	98	96	55	73	23	703	5.3
Passing or Improper Lane Use	11	46	48	50	30	33	103	127	131	105	93	101	55	933	7.0
Backing Unsafe	4	70	55	53	41	38	139	237	279	279	196	245	62	1,698	12.7
Fail to Signal	2	2	1	1	1	1	4	4	4	6	3	2	1	32	0.2
Driving Wrong Way on a One Way	1	3	2	2	1		2	2	4	0	0	6	3	26	0.2
Taking Evasive Action	6	88	64	88	76	57	237	269	241	196	114	62	17	1,515	11.3
Careless Driving/Stunting	22	55	43	45	36	30	83	69	47	23	16	12	74	555	4.2
Pedestrian Action Contributed	0						1	3	1	3	2	0	0	10	0.1
Other Human Action	11	26	34	29	25	23	90	129	105	88	47	67	97	771	5.8
Total	**108**	**767**	**647**	**699**	**587**	**496**	**1,604**	**2,099**	**1,814**	**1,598**	**1,018**	**1,314**	**610**	**13,361**	
Per cent	**0.8**	**5.7**	**4.8**	**5.2**	**4.4**	**3.7**	**12.0**	**15.7**	**13.6**	**12.0**	**7.6**	**9.8**	**4.6**		**100.0**

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	1	3	6	11	6	7	21	40	19	9	8	3	2	136	2.3
Disobey Stop Sign	1	22	13	15	22	12	36	44	38	28	24	43	0	298	5.1
Fail to Signal	1	1	0	0	0	0	0	0	3	0	1	0	0	6	0.1
Speed too Fast for Conditions	1	43	29	30	22	17	47	49	29	24	11	5	0	307	5.2
Driving Without Due Care	14	75	76	74	68	43	124	121	103	97	50	73	2	920	15.7
Following too Close	0	16	30	27	23	17	52	51	37	32	18	14	0	317	5.4
Passing on Right	0	0	0	0	1	0	0	2	2	1	1	1	0	8	0.1
Improper Lane Change	1	6	0	4	2	5	7	9	13	6	9	13	0	75	1.3
Improper Turn	0	10	5	5	4	8	21	22	26	15	14	12	0	142	2.4
Fail to Yield Right of Way	1	77	52	49	45	27	90	127	113	109	70	157	0	917	15.7
Passing When Unsafe	0	1	1	4	0	1	2	5	3	0	2	3	0	22	0.4
Driving Left of Centre	0	3	3	3	0	0	1	3	2	6	5	3	1	30	0.5
Wrong Way on a One Way	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0.1
Fail to Yield to Pedestrian	0	0	2	3	0	1	3	2	9	4	3	3	0	30	0.5
Fail to Report	6	23	12	17	19	18	59	54	33	20	7	10	9	287	4.9
Disobey Traffic Signal	1	15	9	20	18	14	48	44	34	35	30	41	0	309	5.3
Improper Parking	0	0	0	0	0	0	0	0	2	0	0	0	3	5	0.1
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	0	0	1	0	1	0	0	2	0	0	0	4	0.1
Lights, Tires, Windshield, Bumper*	0	0	2	1	0	0	1	3	1	0	1	1	0	10	0.2
Dangerous Driving	6	5	1	7	2	5	9	10	5	3	1	0	0	54	0.9
Driving While Disqualified	0	4	1	4	8	9	30	49	37	17	2	2	2	165	2.8
Criminal Negligence	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0.0
Fail to Remain at Scene	1	3	9	9	11	6	29	22	18	7	6	4	10	135	2.3
Impaired Driving/Refuse Testing	0	8	13	29	38	31	79	110	90	48	20	11	3	480	8.2
Unsafe Backing	0	5	5	3	5	1	11	13	10	14	9	13	0	89	1.5
No Driver's Licence	43	16	27	31	20	26	56	73	45	21	5	9	2	374	6.4
Not Using Seatbelt	2	3	2	0	1	1	3	8	5	0	1	0	0	26	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	3	2	3	0	3	1	2	4	0	0	0	0	0	18	0.3
24-Hour Suspension	0	4	3	9	9	11	26	23	21	9	3	2	1	121	2.1
Other Offence	24	41	42	33	32	21	68	96	58	57	27	43	18	560	9.6
Total	**106**	**386**	**346**	**388**	**361**	**282**	**826**	**0,985**	**758**	**564**	**328**	**467**	**53**	**5,850**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	39	416	370	395	349	307	901	1224	1,035	956	583	760	457	7,792	62.7
Distracted	9	92	75	82	82	52	174	209	169	156	84	106	16	1,306	10.5
Had Been Drinking	6	13	19	37	46	33	128	122	79	44	19	10	33	589	4.7
Impaired	0	19	20	39	42	38	110	151	114	60	24	15	14	646	5.2
Extreme Fatigue	2	1	0	6	4	4	13	11	10	9	3	4	0	67	0.5
Fell Asleep	1	7	6	15	20	10	32	30	27	20	17	17	1	203	1.6
Driver Inexperience/Confusion	87	291	169	112	67	42	93	91	47	42	27	68	11	1,147	9.2
Lost Consciousness/Illness	0	0	3	0	2	2	6	7	6	13	6	15	0	60	0.5
Physical / Medical Disability	0	1	1	0	0	1	6	6	12	13	10	30	2	82	0.7
Drugs (Prescription or Illegal)	1	1	1	1	3	2	7	5	7	11	3	5	2	49	0.4
Defective Eyesight/Hearing	0	0	1	0	2	0	1	1	2	0	0	14	1	22	0.2
Other Human Conditions	5	21	16	18	13	27	50	67	53	62	33	58	50	473	3.8
Total	**150**	**862**	**681**	**705**	**630**	**518**	**1,521**	**1,924**	**1,561**	**1,386**	**809**	**1,102**	**587**	**12,436**	
Per cent	1.2	6.9	5.5	5.7	5.1	4.2	12.2	15.5	12.6	11.1	6.5	8.9	4.7		100.0

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.10

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	6	0	111	69	186
16	1	0	1	0	2,024	0	102	59	2,187
17	1	0	0	0	1,991	0	54	72	2,118
18	21	0	1	2	2,033	0	47	116	2,220
19	63	1	2	4	1,934	0	27	94	2,125
20	58	2	4	8	1,676	0	33	119	1,900
21-24	413	9	16	55	5,445	1	72	400	6,411
25-34	1,129	26	61	226	8,074	3	85	659	10,263
35-44	1,342	80	106	241	7,847	1	30	517	10,164
45-54	1,383	121	141	292	7,488	2	18	431	9,876
55-64	677	91	79	157	4,254	0	2	237	5,497
65 and Over	180	18	20	30	4,462	0	1	167	4,878
Not Stated	5	0	1	1	33	0	0	4,116	4,156
Drivers In Collisions	**5,273**	**348**	**432**	**1,016**	**47,267**	**7**	**582**	**7,056**	**61,981**
Total Licensed Drivers	**45,986**	**2,866**	**4,834**	**8,069**	**585,137**	**16**	**27,962**	**0**	**674,870**
Relative Risk *	**1.25**	**1.32**	**0.97**	**1.37**	**0.88**	**4.76**	**0.23**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Figure 5.11

Age Group	1996	1997	1998	1999	2000	2001	2002**	2003	2004	2005
Under 16	204	182	179	205	185	175	202	190	178	186
16	1,676	1,623	1,773	1,928	2,028	1,963	2,283	2,313	2,262	2,187
17	1,758	1,691	1,917	1,861	1,993	1,949	2,361	2,342	2,159	2,118
18	1,547	1,666	1,763	1,814	1,877	1,779	2,151	2,381	2,211	2,220
19	1,534	1,561	1,564	1,679	1,776	1,515	1,866	2,098	2,223	2,125
20	1,311	1,310	1,396	1,433	1,513	1,398	1,696	1,853	1,950	1,900
21-24	4,005	3,815	4,005	4,344	4,581	4,173	5,078	6,029	6,116	6,411
25-34	7,665	6,970	7,116	7,121	7,336	6,973	8,235	9,419	10,168	10,263
35-44	7,302	6,698	7,246	7,687	7,996	7,387	8,792	10,140	10,290	10,164
45-54	4,435	4,376	4,609	5,118	5,736	5,741	7,292	8,784	9,320	9,876
55-64	2,625	2,470	2,622	2,850	2,997	2,974	3,872	4,759	5,183	5,497
65 and Over	3,308	3,221	3,455	3,562	3,845	3,693	4,256	5,001	4,893	4,878
Not Stated	5,133	4,772	4,031	2,628	2,628	2,432	3,305	4,175	3,973	4,156
Drivers In Collisions	**42,503**	**40,355**	**41,676**	**42,230**	**44,491**	**42,152**	**51,389**	**59,484**	**60,926**	**61,981**

**** Property damage only collisions in 2002 increased due to a change in reporting procedures.**

Convictions - 2000 to 2005

Figure 5.12

Offence	2000	2001	2002	2003	2004	2005	Avg/yr
Exceed Speed Limit	67,321	70,973	66,761	63,454	60,104	52,994	63,601
Driver Failed to Wear Seatbelt	12,960	13,512	12,164	11,120	8,568	8,177	11,084
Stop Sign	5,674	5,915	5,166	5,711	5,177	5,321	5,494
No Licence/Inappropriate Licence	5,515	5,729	5,016	4,532	4,967	4,689	5,075
Operating Unregistered Vehicle	4,120	3,699	3,339	3,093	3,297	3,362	3,485
Red Light	2,370	2,440	2,180	2,122	2,065	2,178	2,226
Without Due Care/Reasonable Consideration	1,684	1,999	1,921	1,851	1,926	1,784	1,861
Run Red Light Camera	56	1,362	1,476	2,137	2,150	2,373	2,262
Driving While Suspended or Refused Issue Etc.	1,157	1,230	1,161	1,109	1,271	1,322	1,208
Fail to Display Plate/Stickers/Permit	1,685	1,876	1,387	1,217	738	233	1,189
Inadequate/Improper Equipment	1,704	1,108	1,015	835	770	849	1,047
Stunting	986	1,109	917	836	776	741	894
U-Turn at Traffic Lights	891	829	720	594	620	782	739
Driving Contrary to Sign Direction	523	506	601	551	945	738	644
Fail To Report Accident	720	758	732	570	551	529	643
Speed Too Fast For Conditions	882	611	605	564	562	492	619
Drive Vehicle While Passenger Unrestrained	644	729	694	621	504	510	617
Left Turn Across Traffic	636	624	554	512	513	458	486
Following Too Close	648	617	584	522	450	465	548
Amber Light	517	519	450	570	534	389	462
Yield Sign	438	444	405	363	373	403	404
Disobey Traffic Control Device	443	442	397	372	386	324	394
Exceed 60 Km/h Passing Emergency Vehicle	-	361	537	380	427	359	413
Backing Up When Unsafe	417	511	392	199	227	232	330
Exceed 60 Km/h Passing Highway Worker	119	753	308	83	206	91	260
Improper Turn	275	272	327	244	229	207	259
Illegal U-Turn	267	253	247	250	278	239	256
Excessive Noise	318	335	217	192	168	147	230
Fail to Obey Restriction/Endorsement	256	250	227	189	171	222	219
Driving Left of Centre	232	255	196	232	199	193	196
Unauthorized Use of Plate/Registration	236	227	174	197	217	253	217
Failing to Yield to Vehicle on Right	271	222	234	180	176	140	204
Insufficient or No Signal	220	235	188	167	172	173	193
Straddling Lanes	227	208	162	128	128	124	163
Fail To Yield To Pedestrian	180	199	145	146	130	134	156
Fail to Produce Licence/Registration	123	168	118	155	133	185	147
Flashing Red Light or Proceed Before Safe	144	136	159	173	108	111	139
Inadequate Brakes	237	158	125	76	113	107	136
Headlamps not Illuminated	124	155	106	121	108	113	121
Cross Solid Lines	123	194	96	91	108	62	112
Passing When Unsafe	111	127	116	103	104	80	107
Disobey School Bus Signal	150	133	107	78	91	80	107
Passing on the Right	115	104	119	86	78	80	97
Fail to Stop for Railway Crossing	147	126	80	62	81	51	91
Exceeding Posted Speed by 50 km or More	-	-	-	63	138	289	163
Speeding in School Zone	-	-	-	-	-	414	414
Improperly Equipped M/C Operator or Passenger	81	81	72	44	66	58	67
Improper Lane Use	33	68	81	72	51	74	63
Obscured Vision	67	80	66	58	50	44	61
Fail to Yield Leaving Lane or Alley	82	72	56	45	43	26	54
Driving While on 24- Hour Suspension	43	34	62	61	68	48	53
Enter Prov Highway/Fail to Yield	64	62	50	34	36	41	48
Allow Rider on Exterior of Vehicle	56	69	29	35	25	59	46
Driving on Wrong Side of Divided Highway	57	63	35	37	33	44	45
Unlit Lamps or Obstruction	48	59	38	18	25	38	38
Contest of Speed	102	40	13	17	23	14	35
Drive Over Median	39	29	39	27	21	28	31

Convictions - 2000 to 2005

Figure 5.12

OFFENCE	2000	2001	2002	2003	2004	2005	Avg/yr
Deface or Alter Licence/Registration/Plate	17	24	27	44	45	22	30
Improper Stopping On Highway or Street	40	26	40	31	18	23	30
Fail to Dim	25	49	35	38	17	14	30
Disobey Emergency Vehicle Signal	23	28	34	24	23	32	27
Cutting In	37	40	18	18	17	14	24
Overcrowded Steering Compartment	26	28	19	12	15	12	19
Fail to Yield On Green Arrow	24	18	27	19	15	8	19
Glass or Other Litter on Highway	14	24	20	15	14	21	18
Improperly Equipped Vehicle	19	21	7	17	18	13	16
Fail to Obey Flag Person Directions	5	13	17	11	12	10	11
Insecure Load or Unmarked Overhanging Load	18	19	9	13	5	4	11
Permit Attachment of Person/Device	7	13	7	14	14	10	11
Speeding Up on Being Overtaken	16	12	12	4	7	8	10
Produce Other Person's Licence	8	9	9	5	6	2	7
Enter or Leave Controlled Access Unlawfully	5	1	2	4	15	10	6
Impede Traffic	8	4	8	5	7	5	6
Disobey Traffic Light Not at Intersection	5	10	9	2	4	5	6
False Statement/Fail to Furnish Information	2	3	2	3	4	14	5
Hold More Than One Licence	10	10	3	2	0	1	4
Cross Highway	5	3	8	1	5	2	4
Fail to Stop School Bus/Dangerous Goods Vehicle	3	4	7	3	4	1	4
Proceed Contrary To Arrow	5	2	1	1	2	3	2
Flashing Red Light at Crosswalk	2	1	3	5	1	1	2
Allowing Other Person to Use Licence	4	2	3	1	0	2	2
Improper Seating on Motorcycle	5	0	0	2	3	2	2
Fail to Extinguish Spotlight	2	1	4	2	2	0	2
Motorcycle in Same Lane as Another Vehicle	1	3	0	0	1	2	1
Interfere With Funeral Procession	1	1	0	0	2	1	1
Obstruct Intersection	1	2	1	0	1	0	1
Obstructing a Licence Plate	0	0	0	0	0	2	0
Fail to / Improperly Activate School Bus Signal	0	0	1	1	0	0	0
Motorcycles Riding More Than Two Abreast	0	1	0	0	0	0	0
Total	**116,876**	**123,442**	**113,499**	**107,596**	**101,755**	**93,917**	**109,514**

Criminal Code Convictions - 2000 to 2005

Figure 5.13

	2000	2001	2002	2003	2004	2005	Avg/yr
Over 80 Mg Alcohol in Blood	3,748	3,567	3,709	3,059	2,869	2,564	3,253
Drive While Disqualified (Prov)	734	782	868	866	1,000	1,021	879
Impaired Driving	938	865	835	838	773	713	827
Drive While Disqualified	928	899	745	679	611	611	746
Fail to Comply With Demand	183	157	169	140	149	154	159
Dangerous Driving	194	126	161	139	154	143	153
Leave Scene of Accident	132	110	90	82	88	100	100
Fail to Stop For Police Officer (CC)	18	79	87	78	101	90	96
Impaired Driving Causing Bodily Harm	33	27	43	29	34	35	34
Fail to Stop For Police Officer	34	30	32	44	31	34	34
Dangerous Driving Causing Bodily Harm	8	16	12	12	14	11	12
Dangerous Driving Causing Death	2	2	2	6	7	3	4
Criminal Negligence Causing Death	3	1	1	0	0	2	1
Impaired Driving Causing Death	7	3	4	1	8	2	4
Criminal Negligence Causing Bodily Harm	4	1	0	0	0	1	1
Manslaughter	0	0	0	0	0	0	0
Criminal Negligence In Operation of Motor Vehicle	0	0	1	0	0	0	0
Total	**6,966**	**6,665**	**6,759**	**5,973**	**5,839**	**5,484**	**6,281**

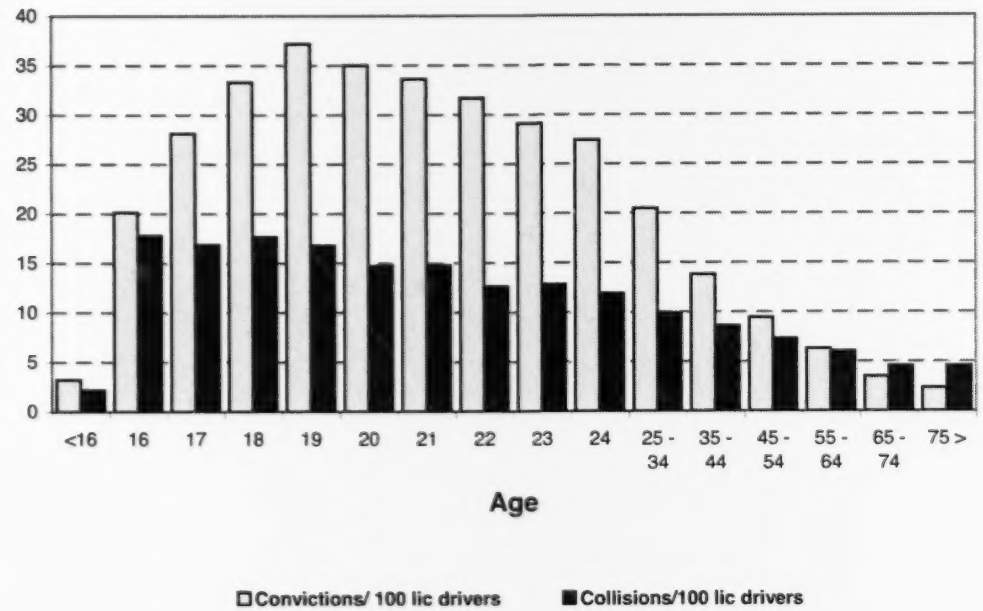
Convictions, Licensed Drivers and Drivers in Collisions by Age

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/ 100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	273	8,454	186	3.23	2.20	0.23	0.24
16	2,474	12,272	2,187	20.16	17.82	1.45	1.94
17	3,530	12,552	2,118	28.12	16.87	2.02	1.84
18	4,190	12,574	2,220	33.32	17.66	2.39	1.92
19	4,707	12,660	2,125	37.18	16.79	2.67	1.83
20	4,522	12,912	1,900	35.02	14.71	2.52	1.60
21	4,262	12,673	1,871	33.63	14.76	2.42	1.61
22	3,955	12,479	1,578	31.69	12.65	2.28	1.38
23	3,554	12,201	1,566	29.13	12.84	2.09	1.40
24	3,214	11,717	1,396	27.43	11.91	1.97	1.30
25 - 34	21,234	103,558	10,263	20.50	9.91	1.47	1.08
35 - 44	16,338	118,177	10,164	13.83	8.60	0.99	0.94
45 - 54	12,737	134,842	9,876	9.45	7.32	0.68	0.80
55 - 64	5,727	90,892	5,497	6.30	6.05	0.45	0.66
65 - 74	2,110	60,450	2,754	3.49	4.56	0.25	0.50
75 >	1,090	46,457	2,124	2.35	4.57	0.17	0.50
Not Stated			4,156				
Total	**93,917**	**674,870**	**61,981**	**13.92**	**9.18**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Figure 5.15

Convictions and Collisions by Age Group



Vehicle Factors

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Vehicle Factors

There were 68,222 vehicles involved in the 43,955 collisions during 2005. This is an average of 1.55 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 51.9 per cent of vehicles in all collisions and 37.1 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 21.5 per cent of vehicles in all collisions and 30 per cent of vehicles in fatal collisions.
- Large trucks represented 3.8 per cent of the vehicles involved in all collisions and 15.7 per cent of the vehicles in a fatal collision during 2005. Research has shown that in 75 per cent of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 321 crashes involving a motorcycle in 2005. These incidents resulted in 156 injuries and four deaths.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	30,223	5,081	78	35,382	51.9
Pickup Trucks	12,899	1,717	44	14,660	21.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	9,791	1,222	29	11,042	16.2
Trucks > 4,500 kg	1,040	117	6	1,163	1.7
Semi-Trailer Power Unit	1,208	193	27	1,428	2.1
Transit Bus (Urban)	108	24	0	132	0.2
Inter-City Bus	38	5	0	43	0.1
School Bus - Standard Large Type	82	8	0	90	0.1
School Bus - Van Type	30	2	0	32	0.0
Other Bus - Unspecified/Private	44	4	1	49	0.1
Motorcycle	174	145	4	323	0.5
Moped/Powered Bicycle	4	1	0	5	0.0
Bicycle*	57	163	1	221	0.3
Ambulance/Police/Fire	57	14	0	71	0.1
Snowmobile *	21	15	0	36	0.1
Construction/Maintenance Equipment	70	7	1	78	0.1
Unregistered Farm Equipment	33	7	1	41	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	8	20	2	30	0.0
Motorhome	34	4	0	38	0.1
Other Vehicle	101	28	1	130	0.2
Not Stated	2,841	372	15	3,228	4.7
Total	**58,863**	**9,149**	**210**	**68,222**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	27,576	5,145	1,561	1,100	35,382	51.9
Pickup Trucks	8,052	3,442	2,019	1,148	14,661	21.5
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	7,699	2,128	696	518	11,041	16.2
Trucks > 4,500 kg	465	328	234	136	1,163	1.7
Semi-Trailer Power Unit	384	831	132	81	1,428	2.1
Transit Bus (Urban)	131	1	0	0	132	0.2
Inter-City Bus	39	3	0	1	43	0.1
School Bus - Standard Large Type	69	8	5	8	90	0.1
School Bus - Van Type	23	2	6	1	32	0.0
Other Bus - Unspecified/Private	43	4	0	2	49	0.1
Motorcycle	248	42	20	13	323	0.5
Moped/Powered Bicycle	3	1	1	0	5	0.0
Bicycle*	219	2	0	0	221	0.3
Ambulance/Police/Fire	48	17	1	5	71	0.1
Snowmobile *	10	3	8	15	36	0.1
Construction/Maintenance Equipment	44	14	11	9	78	0.1
Unregistered Farm Equipment	2	18	14	7	41	0.1
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	13	3	9	5	30	0.0
Motorhome	24	10	1	3	38	0.1
Other Vehicle	83	26	9	12	130	0.2
Not Stated	2,965	93	20	150	3,228	4.7
Total	**48,140**	**12,121**	**4,747**	**3,214**	**68,222**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck and a van or SUV are involved in 90 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Vehicle Factors – SECTION 6

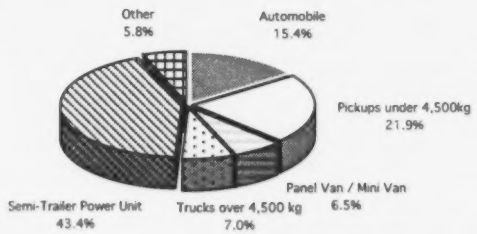
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	34,989	27	44	13	11	4	104	19	8	13	0	150	35,382	51.9
Pickup Trucks	14,102	83	114	40	33	17	60	5	4	18	2	183	14,661	21.5
Panel Van/Mini Van/SUV	10,876	22	32	6	4	2	29	4	1	1	0	64	11,041	16.2
Trucks > 4,500 kg	984	7	6	7	10	5	43	1	2	8	0	90	1,163	1.7
Semi-Trailer Power Unit	321	2	3	5	8	4	396	45	14	54	3	573	1,428	2.1
Bus - All Types	339	0	1	0	0	1	3	0	0	0	0	2	346	0.5
Const./Maintenance Equip.	73	0	0	0	1	2	0	0	0	0	0	2	78	0.1
Farm Equipment	16	2	1	14	0	0	3	0	0	0	0	5	41	0.1
Motorhome	32	2	0	0	0	0	2	0	0	0	0	2	38	0.1
Other Vehicle	3,940	18	15	4	3	1	15	0	0	1	0	47	4,044	5.9
Total	**65,672**	**163**	**216**	**89**	**70**	**36**	**655**	**74**	**29**	**95**	**5**	**1,118**	**68,222**	**100.0**

* An " A" train is a single hitch drawbar. A "C" train is a double hitch drawbar. A "B" train is connected by a fifth wheel.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	32,649	5,674	161	38,484	56.4
Turning Left	3,626	863	9	4,498	6.6
Turning Right	1,910	279	1	2,190	3.2
Making U-Turn	251	38	0	289	0.4
Changing Lanes	1,322	104	0	1,426	2.1
Merging	400	66	0	466	0.7
Reversing	2,661	51	3	2,715	4.0
Overtaking, Passing on Left or Right	306	67	9	382	0.6
Slowing or Stopping on the Roadway (decelerating)	2,935	570	3	3,508	5.1
Stopped in Traffic (incl. mechanical breakdown)	3,526	707	4	4,237	6.2
Starting in Traffic (accelerating)	505	98	1	604	0.9
Starting from Parked Position, Leaving Roadside	290	22	0	312	0.5
Entering Parked Position, Stopping On Roadside	253	9	0	262	0.4
Parked Legally	5,427	155	1	5,583	8.2
Parked Illegally	77	9	0	86	0.1
Other	298	30	3	331	0.5
Not Stated	2,427	407	15	2,849	4.2
Total	**58,863**	**9,149**	**210**	**68,222**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	7	7	0.0	7.5
Class 2 Compressed Gases	1	10	11	9.1	11.8
Class 3 Flammable Liquids	25	20	45	55.6	48.4
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	2	1	3	66.7	3.2
Class 6 Poisonous & Infectious Substances	0	4	4	0.0	4.3
Class 7 Radioactive Materials	0	1	1	0.0	1.1
Class 8 Corrosive Substances	6	5	11	54.5	11.8
Class 9 Miscellaneous Substances	7	4	11	63.6	11.8
Total	**41**	**52**	**93**	**44.1**	**100.0**
% of Total	**44.1**	**55.9**	**100.0**		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1994	1,333	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,529	1,111	330	24	1,465	452	37
1998	1,354	1,037	246	25	1,308	344	31
1999	1,295	958	267	22	1,247	388	32
2000	1,458	1,057	309	36	1,402	484	39
2001	1,447	1,073	286	31	1,390	402	33
2002	1,901	1,552	283	21	1,856	379	26
2003	2,602 *	2,215 *	281	26	2,522	401	28
2004	2,604	2,214	281	20	2,515	416	28
2005	2,592	2,195	298	32	2,525	415	35

Trucks Involved In Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1994	468	124	8	546	168	19
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	18
1998	405	93	8	666	165	17
1999	376	81	5	624	192	17
2000	385	100	5	717	219	32
2001	397	88	7	718	211	26
2002	701 *	96	3	886 *	195	18
2003	1,174	102	4	1,107	193	22
2004	1,073	95	4	1,204	211	17
2005	1,040	117	8	1,208	193	26

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	157	5	263	180	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	131	168	2	301	182	4
2004	146	156	2	304	172	2
2005	173	144	4	321	156	4

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	2001	2002	2003	2004	2005
Passenger Cars - excludes special use	326,801	327,641	328,516	327,307	324,837
Sport Utility Vehicles	38,116	41,585	45,897	50,949	63,480
Light Private Trucks - <5,001 kgs class PV	93,216	96,064	98,544	101,855	149,083
Vans (light & heavy, commercial & private)	71,608	74,716	77,459	79,782	82,405
Commercial & Farm Straight Trucks	155,194	153,780	152,452	150,891	108,463
Truck Tractors (semi power units)	11,576	12,233	12,379	12,960	14,280
School Buses - bus use only class PS	3,180	3,079	3,064	3,045	2,968
Transit Buses - class PC	343	351	354	356	352
Inter-City, Tour & Private Buses	388	419	445	461	500
Motorcycles	4,885	4,802	5,338	5,957	7,811
Pedal Cycles	38	42	39	28	47
Motorhomes	6,120	5,702	5,578	5,339	5,103
Ambulance	234	241	246	247	250
Hearse	116	112	114	113	116
Police - all vehicles with police use	493	523	536	545	585
Taxis	681	694	696	693	689
Trailers (commercial, private & farm)	104,556	108,732	113,652	117,625	129,722
Snowmobiles	5,733	4,929	5,453	4,774	4,532
Other - no assigned vehicle type	12	14	235	27	39
Total Insured Years	823,269	835,661	850,996	862,953	895,266
Total Motor Vehicles	713,000	721,999	731,891	740,554	761,011

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-six per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 28 per cent of the time, compared to 3.6 per cent of those using restraints.

In September 2004, Transport Canada began conducting observational surveys of seatbelt use alternating annually between rural and urban communities across Canada. The survey method was captured because of evidence indicating lower usage rate in rural areas. The new overall usage rates are a combination of these urban and rural observations.

The survey results for 2005-2006 report a national average of 90.8 per cent and a rate of 92.9 per cent in Saskatchewan. Although Saskatchewan's overall seatbelt usage decreased in 2005-2006 compared to 2004-2005, the province still leads Canadian provinces with the highest seatbelt usage rate.

Saskatchewan rural seatbelt use (82.7%), as reported by Transport Canada in 2006, was below the national average (88.6%). When compared to the 2004 survey results, the seatbelt use rate in rural Saskatchewan decreased by 5.6 per cent.

Among rural Saskatchewan, the Prince Albert Region recorded the highest rate of seatbelt usage (94.6%), while only 63.9 per cent of those surveyed in the Saskatoon-Bigger area were wearing their seatbelts.

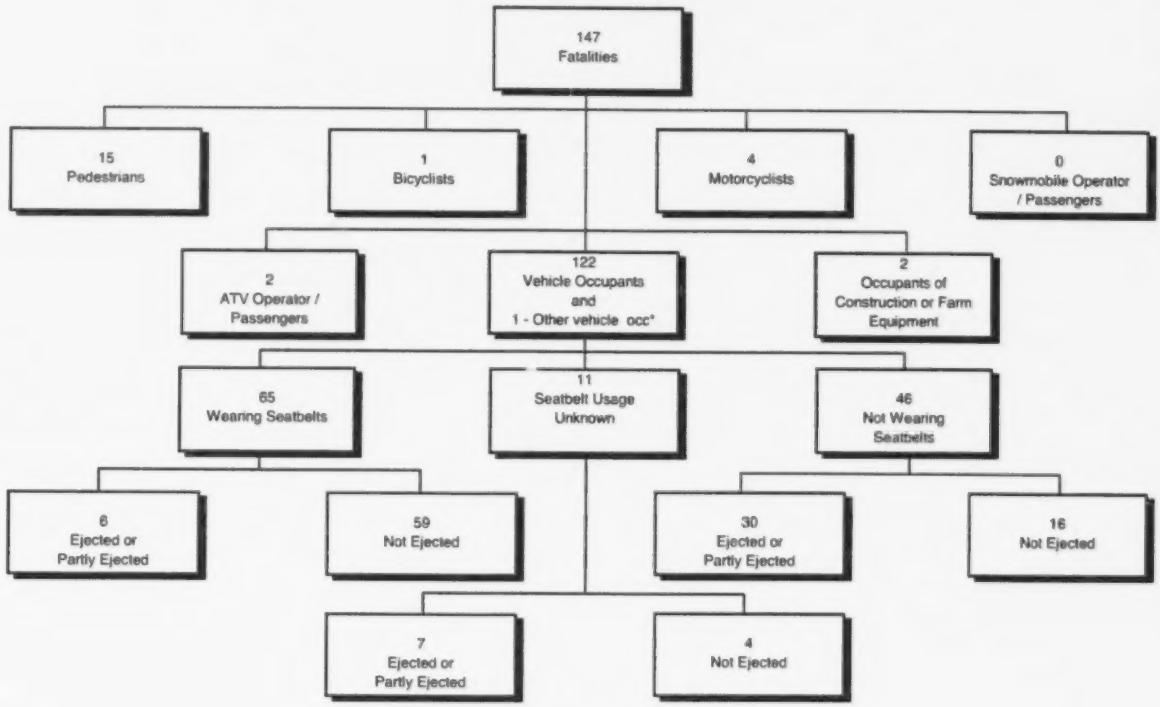
SGI continues to promote seatbelt use, especially in rural communities, through education and advertising in an effort to drive home the message that seatbelts save lives.

The complete results in the Canadian survey can be referenced in figure 12.3 on page 115 and the Transport Canada website: http://www.tc.gc.ca/roadsafety/stats/menu.htm

Fatalities Classification

(Jan. 1 to Dec. 31, 2005)

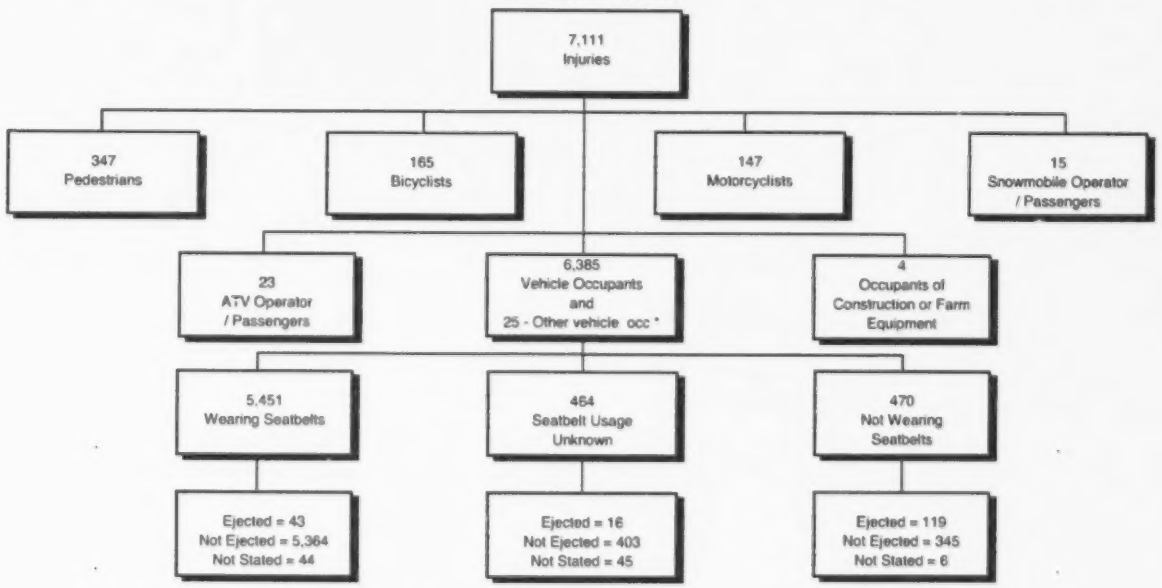
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2005)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	11	625	638	814	732	718	387	343	6	4,274	60.1
Motor Vehicle Passenger	55	244	489	273	275	189	200	127	145	114	2,111	29.7
Pedestrian	17	66	42	39	30	42	29	27	24	31	347	4.9
Bicyclist*	0	40	20	16	26	20	10	6	4	23	165	2.3
Motorcycle Driver	0	1	15	30	31	22	24	11	3	1	138	1.9
Motorcycle Passenger	0	3	2	1	0	1	1	0	0	1	9	0.1
Occ. of Farm or Const. Equip.	0	0	0	1	0	1	2	0	0	0	4	0.1
Snowmobiler*	0	0	2	5	4	1	2	0	1	0	15	0.2
ATV Operator*	0	6	7	3	3	1	2	1	0	0	23	0.3
Other Occupants	0	0	9	1	3	5	5	2	0	0	25	0.4
Total	**72**	**371**	**1,211**	**1,007**	**1,186**	**1,014**	**993**	**561**	**520**	**176**	**7,111**	**100.0**

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	12	10	12	12	7	9	11	0	73	49.7
Motor Vehicle Passenger	1	4	12	5	6	4	5	4	8	0	49	33.3
Pedestrian	1	1	1	2	2	2	2	0	4	0	15	10.2
Bicyclist*	0	0	1	0	0	0	0	0	0	0	1	0.7
Motorcycle Driver	0	0	1	0	1	0	2	0	0	0	4	2.7
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Occ. of Farm or Const. Equip.	0	0	2	0	0	0	0	0	0	0	2	1.4
Snowmobiler*	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operator*	0	0	1	0	0	0	1	0	0	0	2	1.4
Other Occupants	0	0	0	0	0	0	0	0	1	0	1	0.7
Total	**2**	**5**	**30**	**17**	**21**	**18**	**17**	**13**	**24**	**0**	**147**	**100.0**

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,997	2,274	3	4,274	56	17	0	73
Motor Vehicle Passenger	809	1,288	14	2,111	18	31	0	49
Pedestrian	197	146	4	347	7	8	0	15
Bicyclist*	106	44	15	165	1	0	0	1
Motorcycle Driver	133	5	1	139	3	1	0	4
Motorcycle Passenger	4	4	0	8	0	0	0	0
Occ. of Farm or Const. Equip.	4	0	0	4	2	0	0	2
Snowmobiler*	10	5	0	15	0	0	0	0
ATV Operator*	15	8	0	23	1	1	0	2
Other Occupants	7	18	0	25	1	0	0	1
Total	**3,282**	**3,792**	**37**	**7,111**	**89**	**58**	**0**	**147**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

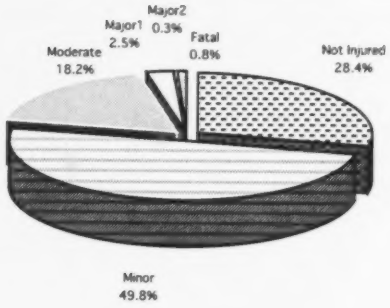
Figure 7.6

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	2,111	49	11	15	0	4	24	2,974	5,188	44.4
Minor	3,184	616	5	22	1	6	190	330	4,354	37.2
Moderate	1,134	257	2	6	0	6	174	110	1,689	14.4
Major 1	162	28	0	1	0	0	88	21	300	2.6
Major 2	19	2	0	0	0	0	18	4	43	0.4
Fatal	50	14	1	0	0	0	46	11	122	1.0
Total	**6,660**	**966**	**19**	**44**	**1**	**16**	**540**	**3,450**	**11,696**	**100.0**

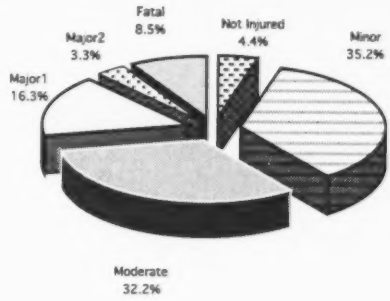
Severity of Injury by Safety Restraint Use

Figure 7.7

Safety Restraints Used

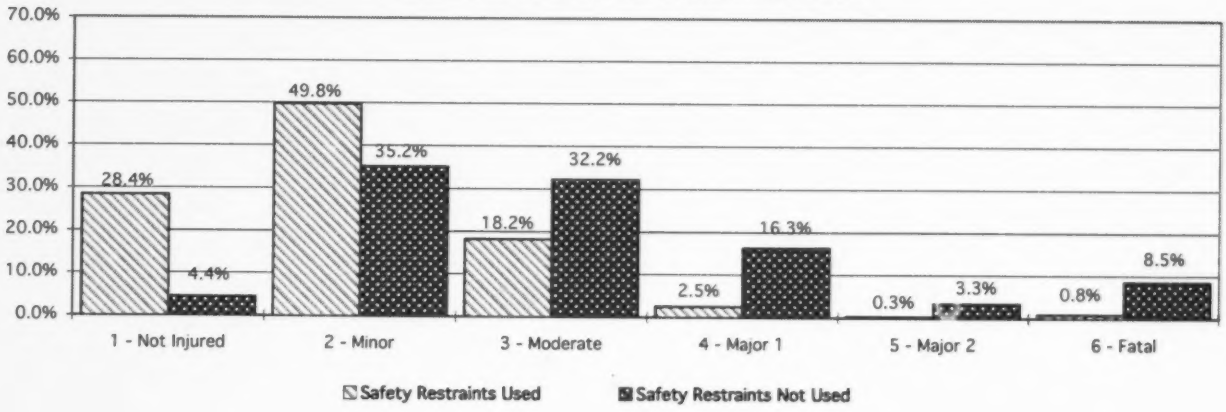


Safety Restraints Not Used



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	773	32	28	31	463	758	31	27	47	2,190
Minor	66	34	80	142	1,251	1,997	85	76	103	3,834
Moderate	12	7	22	34	392	816	31	26	65	1,405
Major 1	3	1	7	11	54	87	7	12	9	191
Major 2	0	0	1	0	9	8	2	1	0	21
Fatal	0	1	2	3	20	26	1	8	4	65
Total	**854**	**75**	**140**	**221**	**2,189**	**3,692**	**157**	**150**	**228**	**7,706**

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	1	1	1	0	12	8	1	0	0	24
Minor	9	7	3	12	91	65	2	0	1	190
Moderate	6	2	4	7	75	75	4	1	0	174
Major 1	1	0	1	6	38	39	0	2	1	88
Major 2	0	0	0	1	8	9	0	0	0	18
Fatal	0	0	0	1	16	25	0	1	3	46
Total	**17**	**10**	**9**	**27**	**240**	**221**	**7**	**4**	**5**	**540**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	Total
Not Injured	163	0	1	9	983	1,607	66	59	86	2,974
Minor	18	3	10	12	96	171	6	6	7	329
Moderate	4	1	1	4	43	54	1	1	1	110
Major 1	1	0	0	0	6	12	1	0	1	21
Major 2	0	0	0	0	2	2	0	0	0	4
Fatal	0	0	0	0	5	5	0	0	1	11
Total	**186**	**4**	**12**	**51**	**1,135**	**1,851**	**74**	**66**	**96**	**3,475**

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury
2 Minor	minor complaint of injury by victim but no apparent incapacitation
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5 Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6 Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

Figure 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 129 fatal collisions that occurred during 2005.

Deaths of unbelted occupants

- Forty-six unbelted vehicle occupants were killed in 2005. This represents 36 per cent of all vehicle occupant deaths.
- Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	1	0
16-24	9	5
25–54	12	10
55 and older	8	1

Deaths of belted occupants

- Sixty-five belted vehicle occupants were killed in 2005. This represents 50 per cent of occupants.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	2	4
16-24	11	8
25–54	10	9
55 and older	11	10

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known

Age of victim	Male	Female
Under 16	0	0
16-24	4	0
25–54	4	1
55 and older	2	0

2005 FATAL SUMMARY

Figure 8.1

SUMMARY: For the year ending Dec. 31, 2005, there were 147 traffic fatalities in Saskatchewan. These 147 fatalities consisted of 73 drivers and 49 passengers, 15 pedestrians, one bicyclist, four motorcyclists and five operators of other vehicles.

1. Pedestrian Summary:
- 15 pedestrian deaths
- Seven on provincial highways
- Six on urban streets
- Two on First Nations roads
- In eight of the cases, the pedestrian had been drinking and in two the driver had been drinking.
- In all cases the pedestrian action was listed as a contributing factor in the incident.

2. Bicyclist Summary:
- There was one bicycle death in 2005 and it occurred on a provincial highway.

3. Motorcyclist Summary:
- Four motorcyclists were killed in 2005. Two were on urban streets, one on a provincial highway and one on a rural road.

4. Other Vehicles Summary:
- Two were operators of an ATV
- One was an operator of farm equipment
- One was an operator of construction machinery
- One was operating a golf cart

5. Vehicle Occupant Summary:
- *In 2005 there were 122 vehicle occupant deaths. Sixty-five were using safety restraints and 46 were not. Seatbelt usage for the remaining 11 was not known.*

Seatbelt Used: 65 deaths
- Eight were in the vehicle of a drinking driver
- Seventeen were single vehicle crashes, 13 of which were rollovers
- Type of vehicle the occupant was in:
  - 38 passenger cars
  - 24 pickup trucks, vans or SUV's
  - Three semi tractor units or large trucks

Seatbelt Not or Improperly Worn: 46 deaths
- Twenty-three were in the vehicle of a drinking driver
- Thirty-two victims were in single vehicle crashes; 29 of them were rollovers
- Type of vehicle the occupant was in:
  - 19 passenger cars
  - 27 pickup trucks, vans or SUV's

Seatbelt Use Not Known or Not Stated: 11 deaths

- Four were in the vehicle of a drinking driver
- Four were single vehicle crashes
- Type of vehicle the occupant was in:
  - Seven passenger cars
  - Four pickup trucks, vans or SUV's

6. 2005 Traffic Deaths by Day of Week:

Sunday	25
Monday	18
Tuesday	17
Wednesday	13
Thursday	21
Friday	32
Saturday	21

7. 2005 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	7	Noon to 0:59 p.m.	11
1 a.m. to 1:59 a.m.	3	1 p.m. to 1:59 p.m.	6
2 a.m. to 2:59 a.m.	2	2 p.m. to 2:59 p.m.	9
3 a.m. to 3:59 a.m.	5	3 p.m. to 3:59 p.m.	7
4 a.m. to 4:59 a.m.	4	4 p.m. to 4:59 p.m.	8
5 a.m. to 5:59 a.m.	2	5 p.m. to 5:59 p.m.	8
6 a.m. to 6:59 a.m.	6	6 p.m. to 6:59 p.m.	6
7 a.m. to 7:59 a.m.	1	7 p.m. to 7:59 p.m.	7
8 a.m. to 8:59 a.m.	8	8 p.m. to 8:59 p.m.	10
9 a.m. to 9:59 a.m.	2	9 p.m. to 9:59 p.m.	8
10 a.m. to 10:59 a.m.	8	10 p.m. to 10:59 p.m.	6
11 a.m. to 11:59 a.m.	8	11 p.m. to 11:59 p.m.	3
		Not Stated	2

8. 2005 Traffic Deaths by Type of Roadway:

Provincial Highways	95
Rural Roads	24
Urban Streets	24
Other Roads	4

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
1	Rural/Urban Hwy	1	1	No	Not Known	The driver of a car stayed in the opposing lane after passing another vehicle and struck a semi head on. The driver of the car was partially ejected and the car started on fire.
2	Rural/Urban Hwy	1	2	No	1 - Yes 2 - No	The driver of a pickup was having neck pains, veered over the centre line and struck a car head on. Both occupants of the car were not wearing seatbelts. A trailing car and van were struck by debris from the collision.
3	Rural/Urban Hwy	1	3	Yes	No	The impaired driver of a pickup lost control of the vehicle, entered the ditch and rolled. All four occupants were not wearing seatbelts. The front passenger was ejected and killed.

January summary: Three people were killed in three different collisions. One involved alcohol.

4	Rural/Urban Hwy	2	1	No	2 - Yes 1 - No	The driver of a car left a stop sign, crossed the highway and struck a pickup at a right angle. The passenger, who was killed, was not wearing a seatbelt.
5	Rural/Urban Hwy	1	2	No	Yes	The driver of a car lost control of the vehicle in whiteout conditions while travelling behind a semi. The car crossed the centre line and collided head on with a pickup.
6	Street	1	0	No	Ped	The driver of a car was travelling down the road when a child on a sled slid down in front of the vehicle and was run over.

February summary: Four people were killed in three different collisions. None involved alcohol.

7	Grid Road	1	0	No	No	The driver of a car lost control on gravel and skidded into the passenger side front of a truck.
8	Rural/Urban Hwy	1	0	Yes	Ped	The driver of a car struck an intoxicated pedestrian that was walking on the roadway.
9	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control of the vehicle, slid into the median and came to rest on its side. The passenger was partially ejected and killed.
10	Rural/Urban Hwy	1	2	No	2 - Yes 1 - No	The driver of a pickup lost control of the vehicle, entered the oncoming lane of traffic and struck an SUV head on. The driver of the SUV was killed. The driver of the pickup was not wearing a seatbelt and was ejected.
11	Rural/Urban Hwy	1	0	Yes	Ped	An intoxicated pedestrian was struck by a semi while standing on the roadway. The roads were icy at the time.

March summary: Five people were killed in five different collisions. Two involved alcohol.

12	Grid Road	1	0	No	Yes	The driver of a van struck a train.
13	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian was struck by a car while walking on the travelled portion of the roadway. The victim was thrown into the other lane and run over by another two cars. Alcohol was involved in the collision.
14	Grid Road	1	1	Yes	1 - Yes 1 - No	The impaired driver of a car lost control on a gravel road, entered the ditch and rolled. The driver was killed in the collision. The passenger was not wearing a seatbelt and was ejected.
15	First Nation Land	1	2	Yes	No	The impaired driver of a pickup lost control of the vehicle and flipped into a water-filled ditch. The driver and one passenger escaped. The second passenger died in the collision. All three occupants were not wearing seatbelts.
16	Rural/Urban Hwy	1	3	No	No	The driver of a car fell asleep, entered the ditch and rolled. All four occupants were not wearing seatbelts. The front passenger was killed.
17	Rural/Urban Hwy	1	3	No	1-Yes 3-Unknown	The driver of a pickup lost control on a curve, entered the ditch and rolled. The rear passenger was ejected and killed.
18	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control of the vehicle, skidded off the top of an overpass and rolled. The lone occupant of the vehicle was killed.

April summary: Seven people were killed in seven different collisions. Three involved alcohol.

Fatal Collisions – SECTION 8

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
19	Rural/Urban Hwy	2	3	Yes	No	The impaired driver of a car lost control of the vehicle and crashed into the ditch. All five occupants were not wearing seatbelts.
20	Street	1	0	No	Helmet Worn	A motorcyclist crashed into a car at an intersection. The motorcyclist was wearing a helmet at the time of the collision.
21	Rural/Urban Hwy	1	1	Yes	Yes	The impaired driver of a pickup lost control of the vehicle, entered the ditch and rolled several times. The passenger was killed in the collision.
22	Rural/Urban Hwy	1	0	Yes	Not Known	The impaired driver of a car crossed the centre line into the path of a semi.
23	Rural/Urban Hwy	1	2	No	Yes	The driver of a semi struck a car while attempting to cross a highway.
24	Rural/Urban Hwy	1	0	No	Yes	The driver of a car drifted over the centre line striking a semi trailer. The car spun around and was crushed by the semi.
25	Grid Road	1	0	Yes	No	The impaired driver of a pickup lost control of the vehicle and went through the ditch striking a fence and power pole. The vehicle rolled and the driver was ejected. The driver was not wearing a seatbelt.
26	Grid Road	1	0	Yes	No	An SUV and a car were travelling towards each other on a grid road. Both collided at the crest of the hill. The passenger in the SUV was not wearing a seatbelt and was ejected and killed. Alcohol was involved in the collision.
27	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a van lost control of the vehicle, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
28	Street	1	0	No	No	The victim somehow got caught under the pickup as it was going backwards. The victim was dragged across the street and into a neighbour's yard.
29	Rural/Urban Hwy	1	1	No	Yes	The driver of the first car failed to stop at a stop sign and was struck by a second car.
30	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a car turned left as a semi attempted to pass on the left.
31	Grid Road	1	1	No	1 - Yes Helmet Not Worn	A pickup and an ATV collided at the crest of a hill. The ATV operator was not wearing a helmet at the time of the collision.
32	First Nation Land	1	0	Yes	Ped	A handicapped driver attempted to operate the van using a stick to control the gas and brake. An intoxicated pedestrian attempted to flag down the van and was struck and killed.
33	Grid Road	1	2	No	2 - Yes Helmet Not Worn	A motorcyclist crossed the centre line coming out of a curve and struck a car head on.

May summary: Sixteen people were killed in 15 different collisions. Seven involved alcohol.

34	Rural/Urban Hwy	1	0	No	N/A	The victim was driving a golf cart across the highway. The first vehicle pulled over to the side. The car behind did not and collided with the golf cart.
35	Grid Road	1	0	Yes	No	The impaired driver of a pickup lost control of the vehicle, entered the ditch and rolled. The driver wasn't wearing a seatbelt and was ejected.
36	Rural/Urban Hwy	1	0	No	Helmet Worn	A semi driver was stopped on the highway, signalling to turn onto a grid road. A motorcyclist did not see the semi and ran into the rear corner.
37	Rural/Urban Hwy	3	4	No	Yes	The driver of a car crossed the centre line and collided head on with a pickup.
38	Grid Road	1	1	Yes	No	The impaired driver of a car swerved to miss an animal, entered the ditch and rolled. Both occupants were not wearing seatbelts. The driver was partially ejected and the passenger was ejected and killed.
39	Rural/Urban Hwy	1	5	No	No	The driver of a pickup fell asleep, entered the ditch, struck an approach and rolled. All six occupants were not wearing seatbelts.

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
40	Rural/Urban Hwy	1	0	Yes	Ped	An intoxicated pedestrian was struck by a car when the victim wandered into traffic. The driver of the car was charged with impaired driving.
41	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of an SUV left the roadway, overcorrected, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected.
42	First Nation Land	1	2	Yes	1 - Yes 2 - No	The driver of a van ran off the road and rolled several times. Two of the three occupants were not wearing seatbelts and were ejected.
43	Rural/Urban Hwy	1	0	No	No	The driver of a car attempted to avoid a deer, struck the deer, hit the ditch sideways and rolled. The driver was not wearing a seatbelt and was ejected.
44	Grid Road	1	0	Yes	No	The driver of a pickup lost control on a gravel road, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected. Alcohol was involved in the collision.
45	Grid Road	1	1	No	1 - Yes 1 - No	A pickup and a large truck collided at the uncontrolled intersection of two grid roads. The driver of the large truck was not wearing a seatbelt.
46	Rural/Urban Hwy	1	0	No	Yes	The driver of a car pulled out from a stop sign in front of a semi.
47	Street	1	0	No	No	The driver of a car pulled out from a stop sign in front of a semi.

June summary: Sixteen people were killed in 14 different collisions. Six involved alcohol.

48	Rural/Urban Hwy	1	6	Yes	No	The driver of the SUV was driving too fast for the road conditions, lost control, entered the ditch and rolled. Alcohol was involved in the collision. All seven occupants were not wearing seatbelts and all were ejected.
49	Lane	1	0	No	Ped	The pedestrian stepped into the path of a large truck as the truck began moving.
50	Street	1	0	No	Ped	The driver of a pickup was backing up and struck a young child. The driver did not realize the child was there and continued reversing and drove over the victim.
51	First Nation Land	1	0	Yes	Ped	The driver of a van struck a pedestrian that was sleeping on the roadway. The bumper struck the pedestrian on the head and then the victim was run over. Alcohol was a contributing factor in the collision.
52	Grid Road	1	0	No	No	The driver of a semi failed to yield the right of way and struck a pickup at a right angle.
53	Grid Road	1	2	No	Yes	The driver of the first pickup failed to yield at a yield sign and struck a second pickup at a right angle.
54	Rural/Urban Hwy	3	3	No	5 - Yes 1 - No	A car and a van were travelling towards each other. The two collided head on at a curve in the road.
55	Rural/Urban Hwy	1	2	Yes	2 - Yes 1 - No	The intoxicated driver of a pickup struck a second pickup head on. The passenger of the second pickup was not wearing a seatbelt and was ejected and killed.
56	Rural/Urban Hwy	1	3	Yes	1 - Yes 3 - No	The impaired driver of a van entered the ditch and rolled down a steep embankment. All three passengers were not wearing seatbelts and two were ejected.
57	Rural/Urban Hwy	1	3	No	Yes	The driver of an SUV fell asleep, entered the ditch, hit an approach and was shot back into the side of an approaching semi.
58	Grid Road	1	2	No	No	The driver of a semi was slowing down to turn and was rear ended by an SUV. Dust may have prevented the driver of the SUV from seeing the semi.
59	Rural/Urban Hwy	1	0	Yes	Yes	The driver of the SUV caught the edge of the road, overcorrected, entered the ditch and rolled several times. Alcohol was involved in the collision.
60	Rural/Urban Hwy	2	0	No	Yes	The driver of the second car was travelling at a high rate of speed. The driver lost control of the vehicle and entered the opposing lane of traffic, striking the first car head on. Both drivers were killed.
61	Street	1	0	Yes	Ped	A pedestrian ran out onto the roadway and was struck by a passing car.

July summary: Seventeen people were killed in 14 different collisions. Six involved alcohol.

62	Grid Road	1	2	No	2 - Yes 1 - No	The driver of the first car failed to yield at a yield sign and struck a second car at a right angle.

Fatal Collisions – SECTION 8

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
63	Rural/Urban Hwy	1	1	No	Yes	The driver of a car swerved into the path of an approaching semi.
64	Rural/Urban Hwy	1	2	No	Yes	The driver of a van fell asleep, entered the ditch and rolled.
65	Grid Road	1	0	Yes	Yes	The impaired driver of a truck lost control of the vehicle, entered the ditch, hit an approach and rolled. The truck caught on fire.
66	Grid Road	1	3	Yes	No	The impaired driver of an SUV lost control on a gravel road, entered the ditch and rolled. Three people were ejected and the driver was killed.
67	Street	1	0	No	Helmet Worn	A motorcyclist lost control of the bike and skidded along the median.
68	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup failed to stop at a railway crossing and struck a train.
69	Grid Road	1	1	No	Not Known	The driver of a car entered the intersection and struck a van at a right angle. The yield sign for the car was missing.
70	Grid Road	2	1	No	Yes	The driver of a car failed to yield and struck the trailer of a passing semi. The two people in the car were killed.
71	Rural/Urban Hwy	1	0	No	Not Known	The driver of an SUV fell asleep, entered the ditch at a high rate of speed and rolled several times. The driver of the vehicle was killed.
72	Street	1	1	No	Yes	The elderly driver of a car made a left turn in front of a pickup. The driver of the car was ejected and killed.
73	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car fell asleep, entered the ditch, hit an approach and rolled. The driver was not wearing a seatbelt.
74	Rural/Urban Hwy	1	3	Yes	2 - Yes 2 - No	The driver of a car was trying to pass another vehicle. An oncoming vehicle forced the car to pull back in quickly. The car lost control and rolled. Two people were not wearing seatbelts and were ejected. Alcohol was a factor in the collision.
75	Street	1	0	Yes	Helmet Not Worn	The intoxicated operator of an ATV lost control of the vehicle and overturned. The operator was not wearing a helmet.
76	Rural/Urban Hwy	1	0	No	Ped	While a car was parked on the side of the road, the driver exited the vehicle and went around the back. The car was still in reverse and rolled over the driver.
77	Street	1	0	No	Ped	The driver of a car glanced away and then back striking a pedestrian.

August summary: Seventeen people were killed in 16 different collisions. Five involved alcohol.

78	Rural/Urban Hwy	1	0	No	Yes	The driver of a car veered into the path of an oncoming semi. The semi caught fire and went into the ditch. The driver of the car was killed.
79	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car entered the ditch and rolled. The passenger of the car was killed.
80	Rural/Urban Hwy	1	2	No	2 - Yes Helmet Not Worn	A cyclist was struck by a car travelling at a high rate of speed on the highway. The driver of the car did not see a cyclist in the same lane. The cyclist was wearing dark clothing.
81	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a van was exceeding the speed limit and weaving all over the road. The driver lost control of the vehicle, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
82	Grid Road	1	0	No	No	The driver of a car lost control on a grid road, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
83	Rural/Urban Hwy	1	1	No	Yes	The inexperienced driver of an SUV swerved to miss something on the highway, left the roadway and rolled.
84	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car lost control of the vehicle, entered the ditch and rolled. The driver may have been talking on the cellphone at the time of the accident.
85	Grid Road	1	1	No	1 - No 1 - Yes	The driver of a semi failed to yield at a yield sign and struck a pickup at a right angle.
86	Rural/Urban Hwy	1	5	No	Yes	The driver of a car attempted to pass when unsafe to do so and struck a van head on.
87	Street	1	1	No	Not Known	The driver of a pickup rear ended a car that was stopped at a red light.

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
88	Rural/Urban Hwy	1	1	Yes	1 - Yes 1 - No	The impaired driver of a car failed to negotiate a curve, went off the roadway and rolled several times. The driver was not wearing a seatbelt and was ejected and killed.

September summary: Eleven people were killed in 11 different collisions. Three involved alcohol.

89	Street	1	1	No	Yes	The driver of a car made a left turn in front of a pickup.
90	Rural/Urban Hwy	1	1	No	Yes	The driver of a van struck a deer and then veered into the path of a semi.
91	Street	1	0	No	Ped	A pedestrian was struck by a pickup that was reversing from angle parking.
92	Street	1	0	No	No	The inexperienced driver of a car lost control, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
93	Grid Road	1	0	No	N/A	A tractor operator entered the ditch and rolled down a steep embankment. The operator was thrown from the tractor and died at the scene.
94	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup lost control of the vehicle, entered the ditch and rolled. The vehicle landed upside down and was completely submerged in water.
95	Rural/Urban Hwy	1	0	No	N/A	A passenger of a forklift fell off and was run over.
96	Grid Road	1	1	Yes	1 - Yes 1 - No	The impaired driver of a pickup failed to yield at an uncontrolled intersection and pulled into the path of a semi.
97	Rural/Urban Hwy	1	0	No	Yes	A semi operator was approaching a curve. The vehicle started sliding, entered the ditch and rolled.
98	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a car tried to pass a bus on the right side. The car lost control, touched the bus, entered the ditch and rolled.
99	Street	1	0	No	No	The driver of a pickup tried to avoid a parked pickup, struck the pickup, spun around and struck a tree. The driver was not wearing a seatbelt and was partially ejected.
100	Street	1	3	No	Yes	The driver of a car was trying to make a left turn. The light turned red and the vehicle tried to clear the intersection and was struck by an oncoming car.
101	Rural/Urban Hwy	1	1	No	Yes	The driver of a car crossed the centre line into the path of a semi.

October summary: Thirteen people were killed in 13 different collisions. Two involved alcohol.

102	Street	1	0	No	Yes	The driver of a car went through a red light, swerved to miss a car, hit a tree on the opposite side of the road, swerved and hit another tree.
103	Street	1	0	No	Not Known	The driver was approaching the intersection when the vehicle went off the road, through a fence and crashed into a building. The building and truck caught fire.
104	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a car crossed the centre line and collided head on with a semi.
105	Rural/Urban Hwy	1	0	No	Yes	The driver of a car drifted over the centre line on a curve striking a semi trailer. The driver of the car was ejected.
106	Street	1	1	Yes	1 - Yes 1 - Not Known	The impaired driver of a car was travelling at a high rate of speed when he lost control of the vehicle and rolled into a pole.
107	Rural/Urban Hwy	1	0	No	No	The driver of a car lost control on a curve, entered the ditch and rolled several times. The driver was not wearing a seatbelt and was ejected and killed.
108	Rural/Urban Hwy	1	0	No	Yes	The driver of a semi was stopped on the highway waiting to turn when he was rear ended by a pickup.
109	Rural/Urban Hwy	1	3	No	Yes	The driver of the first car was stopped on the highway waiting to make a turn. The driver of the third car ran into the rear of the first car, pushing it into the path of the second car.
110	Street	1	0	Yes	No	The impaired driver of a car lost control at a high rate of speed and struck a tree and light standard. A rear seat passenger was not wearing a seatbelt and was killed.
111	Rural/Urban Hwy	3	1	No	Yes	The driver of a van attempted to pass a pickup during a snowstorm and collided head on with a second van.
112	Rural/Urban Hwy	1	9	No	Not Known	The driver of an SUV lost control on an icy road surface, slid into the centre median and rolled. Two of the 10 occupants were ejected and one was partially ejected. Seatbelt use is unknown.

Fatal Collisions – SECTION 8

2005 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt	Collision Description
113	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian attempted to cross a highway in front of a car. Alcohol was involved in the collision.
114	Rural/Urban Hwy	1	0	No	Yes	The driver of a car swerved into the path of an oncoming semi.
115	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup touched the brakes to disengage the cruise control. The road was covered in frost and the driver lost control. The vehicle entered the ditch and rolled several times.
116	Rural/Urban Hwy	2	0	No	1 - Yes 1 - No	The driver of a pickup hit a patch of ice, entered the ditch and rolled several times. Both passengers were ejected and killed. The front passenger was not wearing a seatbelt.
117	Rural/Urban Hwy	1	1	No	Yes	The driver of a semi failed to yield to traffic when entering the highway and struck the side of a second semi.
118	Street	1	2	No	Yes	The driver of a car failed to stop for a red light and struck a second car pushing it into a third car.

November summary: Twenty people were killed in 17 different collisions. Three involved alcohol.

119	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian was struck by a car while lying on the roadway. The driver of the car was impaired.
120	Rural/Urban Hwy	3	0	Yes	1 - Yes 2 - Not Known	The driver of a car stopped on the driving surface of the highway and was struck from behind by a semi. All three occupants of the car were ejected and killed. Alcohol was involved in the collision.
121	Rural/Urban Hwy	1	0	No	No	The driver of a pickup pulled away from a stop sign into the path of a semi. The driver of the pickup was not wearing a seatbelt and was ejected and killed.
122	Rural/Urban Hwy	1	0	No	Yes	The driver of a car attempted to make a left turn and pulled out into the path of a semi.
123	Rural/Urban Hwy	1	0	No	No	The driver of a pickup attempted to pass a semi, lost control, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
124	Rural/Urban Hwy	3	3	No	Yes	The driver of a van turned onto the highway over the centre line striking a pickup head on. The van then entered the ditch and rolled.
125	Rural/Urban Hwy	1	3	No	2 - Yes 2 - No	The driver of a pickup lost control on black ice, entered the ditch and rolled. Two passengers were not wearing seatbelts and were ejected. The rear passenger was killed.
126	Rural/Urban Hwy	1	1	No	1 - Yes 1 - No	The driver of a pickup lost control going downhill, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
127	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup lost control on an icy road, entered the ditch and rolled. The driver was not wearing a seatbelt and was ejected and killed.
128	Street	2	3	Yes	2 - Yes 3 - No	The driver of a car made a left turn in front of a pickup. Both drivers were impaired.
129	Rural/Urban Hwy	3	0	No	Yes	The driver of a car lost control on the highway, crossed the centre line and collided head on with a second car. The occupants of both vehicles were killed.

December summary: Eighteen people were killed in 11 different collisions. Four involved alcohol.

Pedestrians

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Pedestrians

2005 Quick Facts on Pedestrian Collisions

- 362 traffic collisions in 2005 resulted in fifteen pedestrians being killed and 347 being injured. That compares to 296 collisions, 14 deaths and 282 injuries in 2004.
- Pedestrian action was the contributing factor in 10 of the 15 deaths in 2005.
- In eight of the fatal collisions the pedestrian had been drinking. In two cases the driver had been drinking.
- 30.1 per cent of the pedestrians injured or killed were under the age of 15.
- 80.4 per cent of pedestrians were injured or killed in a city (refer to Figure 11.4 on page 98 for individual city breakdowns).
- Over 35 per cent of the pedestrians were hit while trying to cross at an intersection, and 13 per cent were hit after running onto the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Friday was the worst day for pedestrian collisions and September was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	17	66	42	39	30	42	29	27	24	31	347	95.9
Killed	1	1	1	2	2	2	2	0	4	0	15	4.1
Total	**18**	**67**	**43**	**41**	**32**	**44**	**31**	**27**	**28**	**31**	**362**	
%	5.0	18.5	11.9	11.3	8.8	12.2	8.6	7.5	7.7	8.6		100.0

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	2	15	11	14	6	11	13	10	8	9	99	27.3
At Int Xing without ROW	0	3	4	0	1	4	1	0	5	0	18	5.0
At Int, Xing No Traffic Control	2	1	0	1	1	0	0	1	1	3	10	2.8
Xing Road between Int	0	8	4	5	2	5	3	3	3	1	34	9.4
Walking, Facing Traffic	0	0	1	1	2	1	0	1	0	1	7	1.9
Walking with Traffic	0	0	3	3	2	1	2	1	0	1	13	3.6
On Sidewalk or Median	1	4	3	0	1	0	1	4	2	4	20	5.5
Walking on Roadway	2	0	4	2	2	5	3	3	2	1	24	6.6
From Behind Vehicle	1	6	2	2	3	3	1	0	0	3	21	5.8
Running into Road	7	19	2	5	3	4	2	2	1	2	47	13.0
Getting on/off Other Vehicle	0	0	1	1	2	2	1	0	0	2	9	2.5
Working on Vehicle	0	0	1	0	0	1	0	0	1	0	3	0.8
Playing on Roadway	3	8	3	0	1	0	0	0	0	0	15	4.1
Working on Roadway	0	0	0	1	0	0	0	1	0	1	3	0.8
Lying on Roadway	0	0	1	1	2	1	0	0	0	0	5	1.4
Hitchhiking	0	0	0	0	0	0	1	0	0	1	2	0.6
Skateboarding	0	1	0	1	0	0	0	0	0	0	2	0.6
Wheelchair on Road	0	0	0	0	0	1	0	0	0	1	2	0.6
Not Stated	0	2	3	4	4	5	3	1	5	1	28	7.7
Total	**18**	**67**	**43**	**41**	**32**	**44**	**31**	**27**	**28**	**31**	**362**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

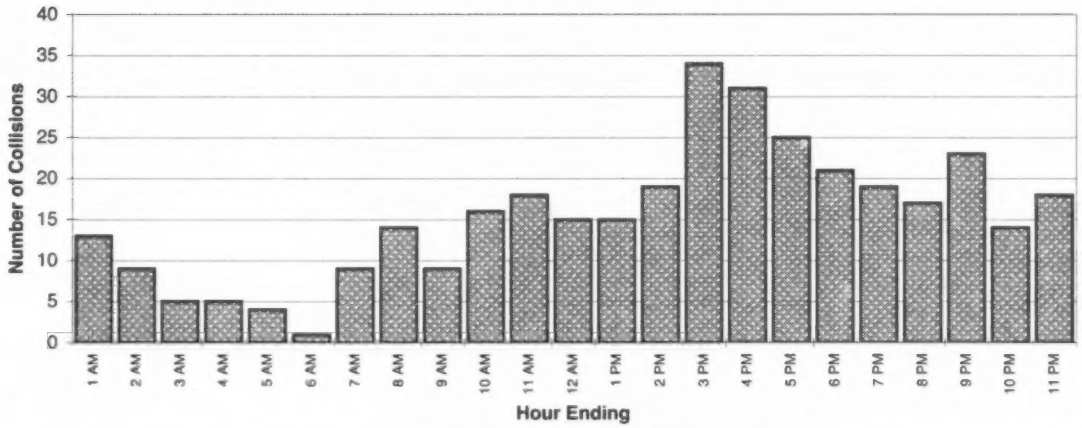
Road System	Injured	%	Killed	%	Total	%
Street/Lane	316	87.3	6	1.7	322	89.0
Rural / Urban Highways	14	3.9	7	1.9	21	5.8
Rural / Municipal & Grid Roads	2	0.6	0	0.0	2	0.6
Other Roads (First Nations Land)	15	4.1	2	0.6	17	4.7
Total	**347**	**95.9**	**15**	**4.1**	**362**	**100.0**

Pedestrians Injured or Killed Time of Day

Figure 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	6
1 a.m. to 1:59 a.m.	13
2 a.m. to 2:59 a.m.	9
3 a.m. to 3:59 a.m.	5
4 a.m. to 4:59 a.m.	5
5 a.m. to 5:59 a.m.	4
6 a.m. to 6:59 a.m.	1
7 a.m. to 7:59 a.m.	9
8 a.m. to 8:59 a.m.	14
9 a.m. to 9:59 a.m.	9
10 a.m. to 10:59 a.m.	16
11 a.m. to 11:59 a.m.	18
Noon to 0:59 p.m.	15
1 p.m. to 1:59 p.m.	15
2 p.m. to 2:59 p.m.	19
3 p.m. to 3:59 p.m.	34
4 p.m. to 4:59 p.m.	31
5 p.m. to 5:59 p.m.	25
6 p.m. to 6:59 p.m.	21
7 p.m. to 7:59 p.m.	19
8 p.m. to 8:59 p.m.	17
9 p.m. to 9:59 p.m.	23
10 p.m. to 10:59 p.m.	14
11 p.m. to 11:59 p.m.	18
Not Stated	2
Total	**362**

Pedestrians Injured or Killed by Hour of Collision

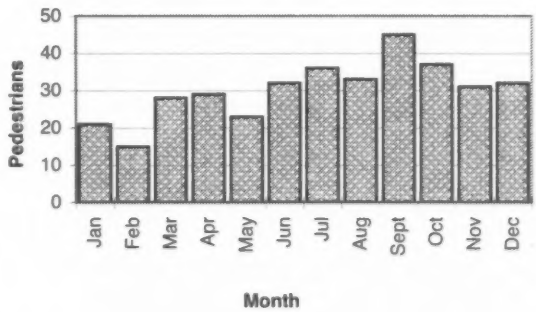


Pedestrians Injured or Killed by Month

Figure 9.5

Month	Collisions
January	21
February	15
March	28
April	29
May	23
June	32
July	36
August	33
September	45
October	37
November	31
December	32
Total	**362**

Pedestrians Injured or Killed By Month



Alcohol

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Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15 day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have a new tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

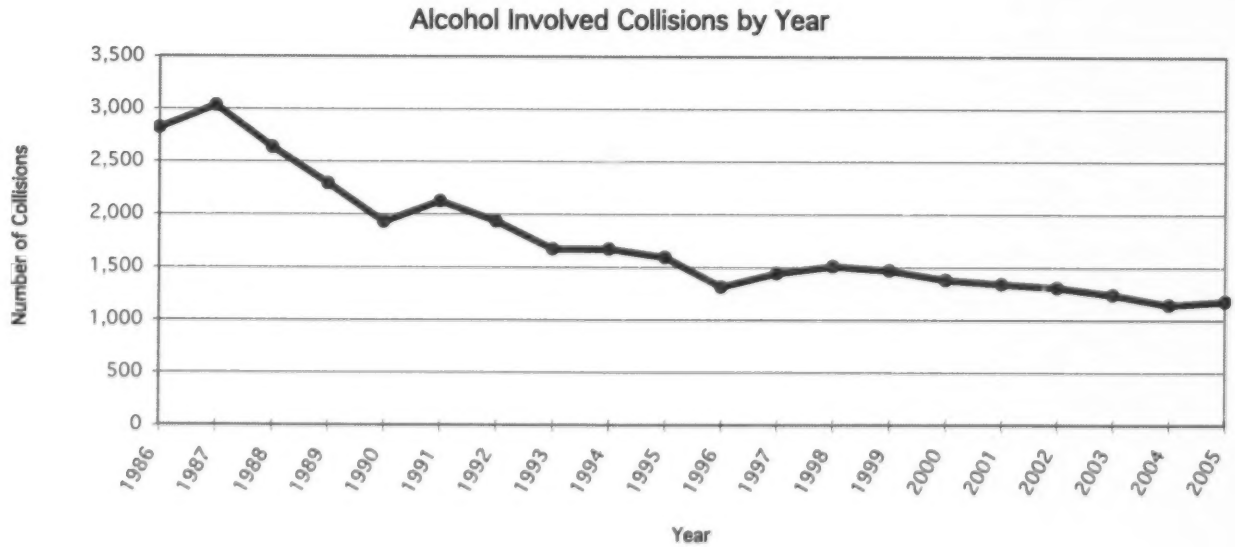
Number of Collisions and Victims Involving Alcohol by Year

Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,498	729	68	2,295	1,255	76	1,331
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	788	553	39	1,380	952	47	999
2001	805	465	68	1,338	834	79	913
2002	748	510	48	1,306	821	51	872
2003	704	477	58	1,239	807	63	870
2004	633	465	44	1,142	799	53	852
2005	723	411	42	1,176	671	46	717

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.



Per cent of Collisions and Victims Involving Alcohol by Year

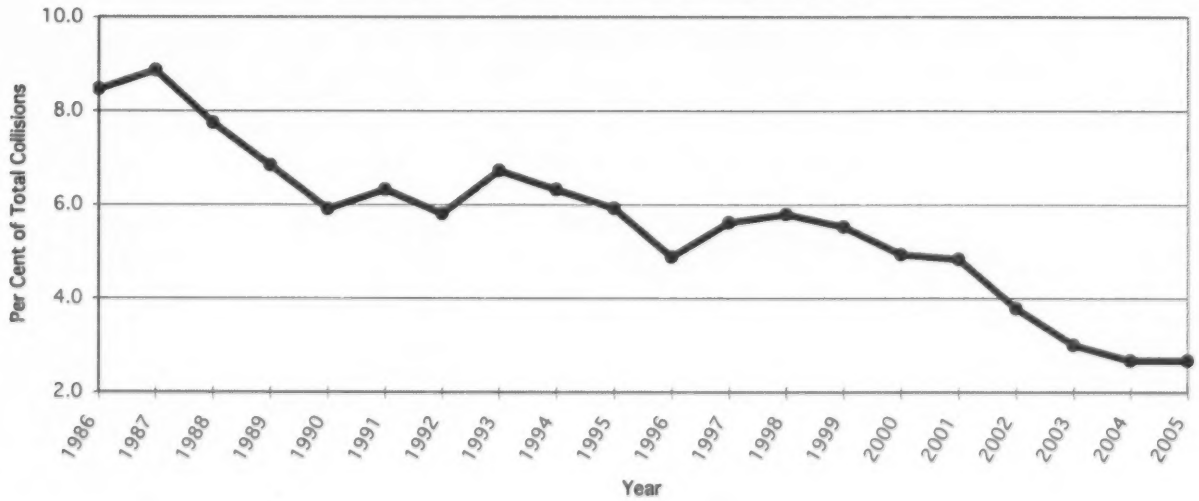
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1986	6.8	14.9	45.9	8.5	17.7	46.1	18.4
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	2.6	10.0	39.0	3.8	11.2	37.2	11.7
2003	2.0	8.7	42.6	3.0	10.5	42.6	11.1
2004	1.7	8.6	41.9	2.7	10.6	42.1	11.1
2005	1.9	7.9	32.6	2.7	9.4	31.3	9.9

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of Jan. 1, 1984 and $1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

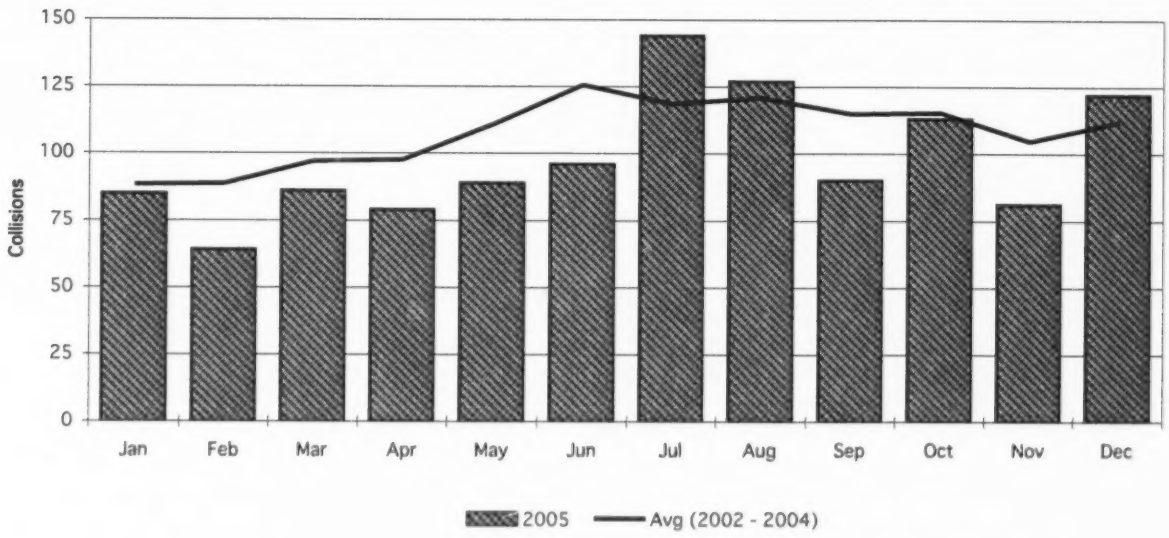


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	2000	2001	2002	2003	2004	Average 2002-2004	2005	% Change
January	95	76	112	76	90	88.3	**85**	-3.8
February	87	80	105	81	61	88.7	**64**	-27.8
March	103	108	94	89	89	97.0	**86**	-11.3
April	114	112	87	94	94	97.7	**79**	-19.1
May	131	116	116	101	100	111.0	**89**	-19.8
June	117	120	139	118	104	125.7	**96**	-23.6
July	133	130	104	122	126	118.7	**144**	21.3
August	121	118	124	121	92	121.0	**127**	5.0
September	134	119	113	112	100	115.0	**90**	-21.7
October	133	122	108	116	107	115.3	**113**	-2.0
November	120	116	107	91	92	104.7	**81**	-22.6
December	92	121	97	118	87	112.0	**122**	8.9
Totals	**1,380**	**1,338**	**1,306**	**1,239**	**1,142**	**1,229.0**	**1,176**	**-4.3**

Alcohol-Involved Collisions by Month

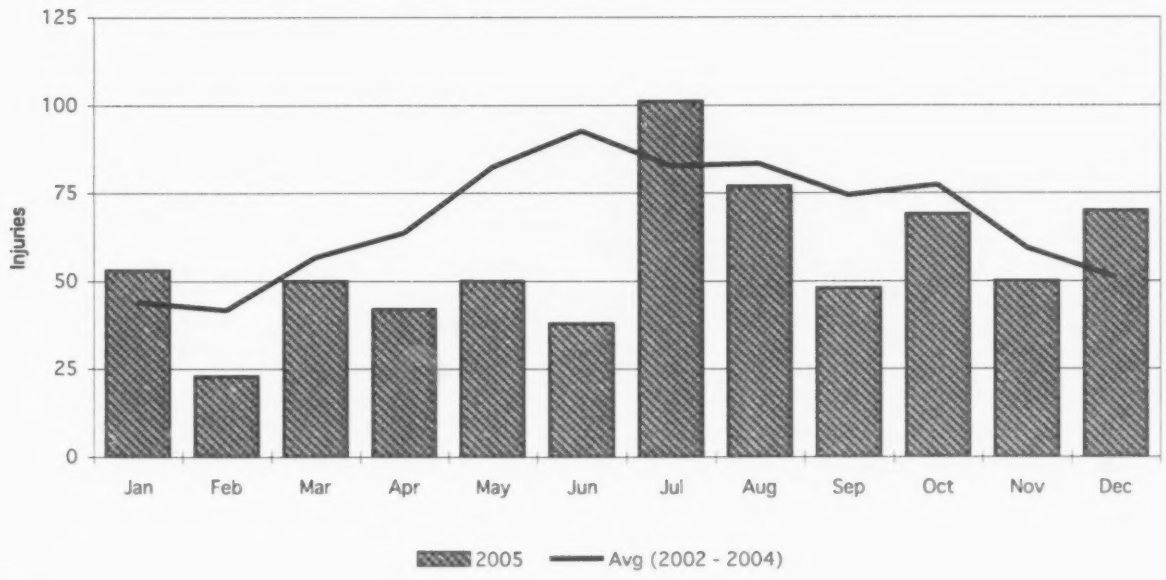


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	2000	2001	2002	2003	2004	Average 2002 - 2004	2005	% * Change
January	48	32	64	31	37	44.0	53	20.5
February	47	53	47	40	38	41.7	23	-44.8
March	80	45	67	51	52	56.7	50	-11.8
April	87	53	49	53	89	63.7	42	-34.0
May	93	72	91	78	78	82.3	50	-39.3
June	92	72	101	99	78	92.7	38	-59.0
July	105	108	79	77	92	82.7	101	22.2
August	87	80	84	91	75	83.3	77	-7.6
September	85	83	71	87	65	74.3	48	-35.4
October	119	90	57	97	78	77.3	69	-10.8
November	57	78	58	45	75	59.3	50	-15.7
December	52	68	53	58	42	51.0	70	37.3
Totals	**952**	**834**	**821**	**807**	**799**	**809.0**	**671**	**-17.1**

Injuries Due to Alcohol-Involved Collisions by Month

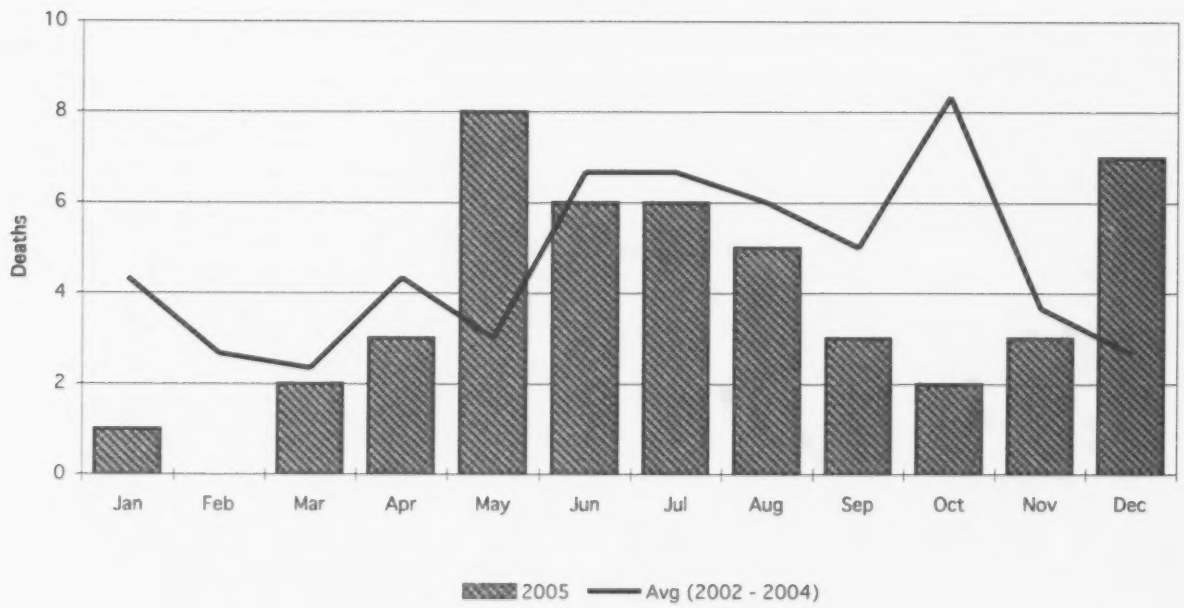


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	2000	2001	2002	2003	2004	Average 2002 - 2004	2005	% * Change
January	2	3	7	4	2	4.3	1	-76.9
February	3	1	2	4	2	2.7	0	-100.0
March	1	4	0	2	5	2.3	2	-14.3
April	6	7	5	2	6	4.3	3	-30.8
May	4	5	4	3	2	3.0	8	166.7
June	4	9	5	12	3	6.7	6	-10.0
July	8	8	8	5	7	6.7	6	-10.0
August	4	14	1	10	7	6.0	5	-16.7
September	6	7	4	4	7	5.0	3	-40.0
October	7	6	8	10	7	8.3	2	-76.0
November	2	11	4	3	4	3.7	3	-18.2
December	0	4	3	4	1	2.7	7	162.5
Totals	**47**	**79**	**51**	**63**	**53**	**55.7**	**46**	**-17.4**

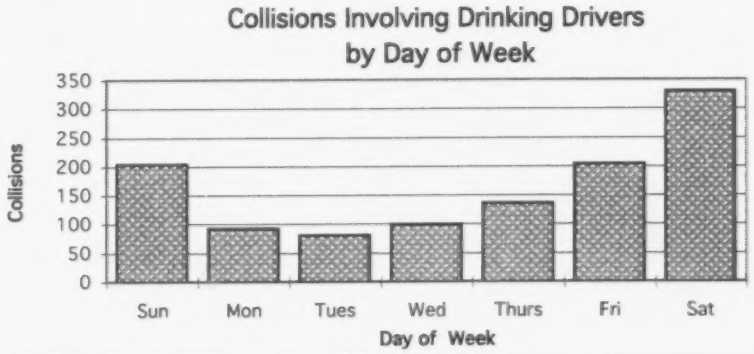
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

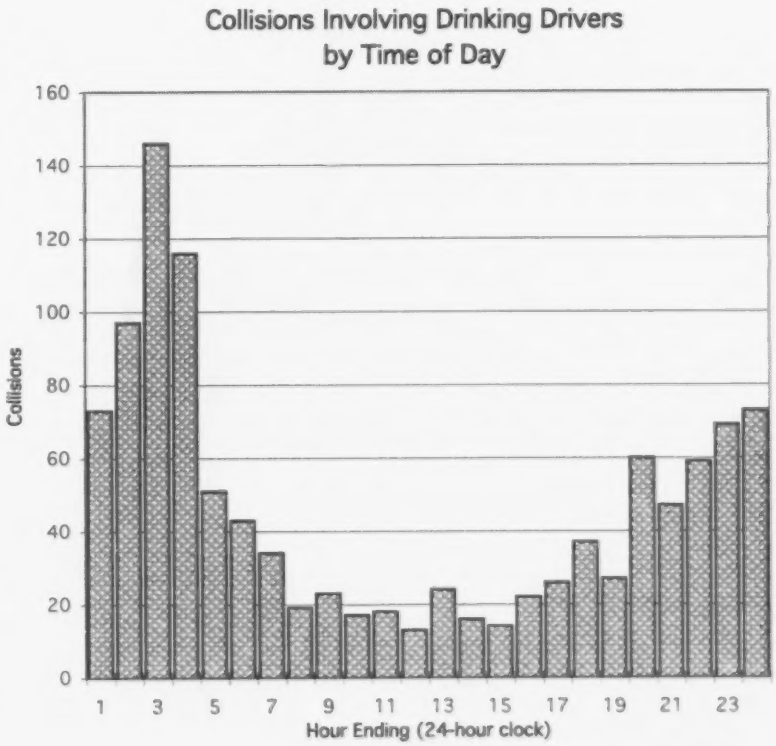
Day of the Week	Collisions
Sunday	204
Monday	92
Tuesday	81
Wednesday	99
Thursday	136
Friday	204
Saturday	330
TOTAL	1146



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	73
1 a.m. to 1:59 a.m.	97
2 a.m. to 2:59 a.m.	146
3 a.m. to 3:59 a.m.	116
4 a.m. to 4:59 a.m.	51
5 a.m. to 5:59 a.m.	43
6 a.m. to 6:59 a.m.	34
7 a.m. to 7:59 a.m.	19
8 a.m. to 8:59 a.m.	23
9 a.m. to 9:59 a.m.	17
10 a.m. to 10:59 a.m.	18
11 a.m. to 11:59 a.m.	13
Noon to 0:59 p.m.	24
1 p.m. to 1:59 p.m.	16
2 p.m. to 2:59 p.m.	14
3 p.m. to 3:59 p.m.	22
4 p.m. to 4:59 p.m.	26
5 p.m. to 5:59 p.m.	37
6 p.m. to 6:59 p.m.	27
7 p.m. to 7:59 p.m.	60
8 p.m. to 8:59 p.m.	47
9 p.m. to 9:59 p.m.	59
10 p.m. to 10:59 p.m.	69
11 p.m. to 11:59 p.m.	73
Time not stated	22
TOTAL	1146



Collisions Involving a Drinking Driver

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,682	867	62	2,611	1,497	80	1,577
1989	1,492	722	68	2,282	1,243	76	1,319
1990	1,255	603	57	1,915	1,032	64	1,096
1991	1,340	684	71	2,095	1,191	82	1,273
1992	1,195	662	52	1,909	1,242	61	1,303
1993	954	631	52	1,637	1,103	63	1,166
1994	965	634	46	1,645	1,121	51	1,172
1995	974	541	53	1,568	971	58	1,029
1996	764	493	34	1,291	886	43	929
1997	827	553	44	1,424	1,050	55	1,105
1998	889	555	46	1,490	1,000	54	1,054
1999	847	530	61	1,438	968	83	1,051
2000	788	531	36	1,355	929	44	973
2001	804	448	63	1,315	816	74	890
2002	746	490	43	1,279	800	46	846
2003	702	451	53	1,206	776	58	834
2004	628	444	40	1,112	777	49	826
2005	721	390	35	1,146	650	39	689

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

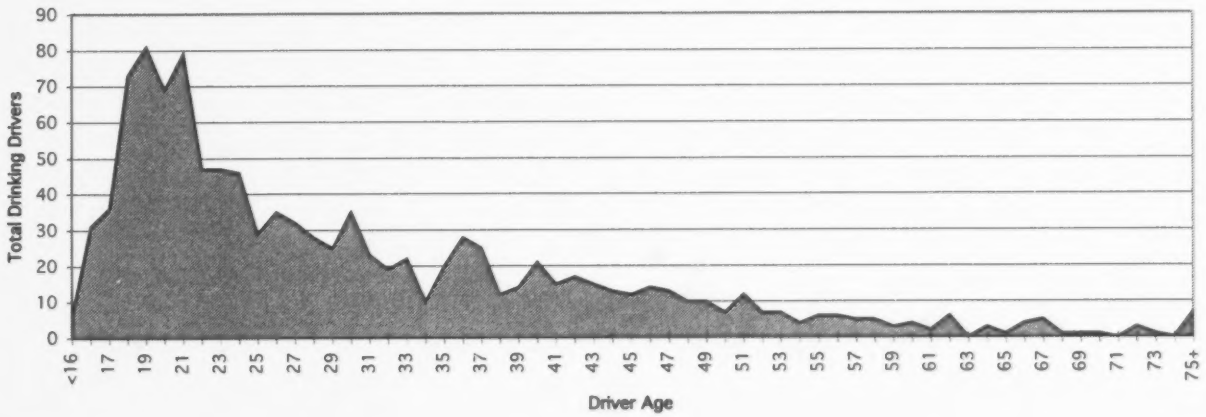
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40
2004	5	23	6	34	24	6	30
2005	3	23	8	34	23	8	31

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988.

2005 Drinking Drivers by Driver Age

Figure 10.10



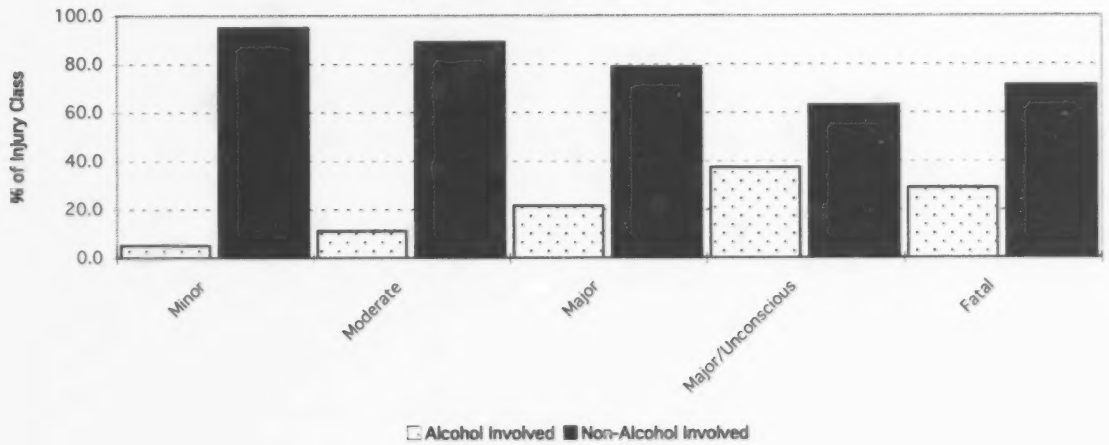
2005 Injury Classification of Vehicle Occupants by Alcohol Involvement

Figure 10.11

Injury Classification	Occupants of a Drinking Driver Yes	Occupants of a Drinking Driver No	All Vehicle Occupants	% with Alcohol
Minor	217	4,136	4,353	5.0
Moderate	185	1,504	1,689	11.0
Major	64	236	300	21.3
Major/Unconscious	16	27	43	37.2
Fatal	35	87	122	28.7
Total	**517**	**5,990**	**6,507**	**7.9**

Figure 10.12

Injury Class by Alcohol Involvement



2005 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

	Driver Gender				Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	1	5	0	6	3	3	0	6
16	21	10	0	31	16	13	2	31
17	29	7	0	36	20	16	0	36
18	56	17	0	73	47	25	1	73
19	62	19	0	81	53	25	3	81
20	58	11	0	69	42	25	2	69
21	62	17	0	79	50	27	2	79
22	36	11	0	47	31	15	1	47
23	41	6	0	47	25	22	0	47
24	36	9	1	46	32	13	1	46
25	23	6	0	29	19	9	1	29
26	25	10	0	35	21	10	4	35
27	23	9	0	32	17	13	2	32
28	22	6	0	28	17	10	1	28
29	18	7	0	25	18	6	1	25
30	26	9	0	35	20	14	1	35
31	22	1	0	23	14	9	0	23
32	14	5	0	19	12	7	0	19
33	14	7	1	22	14	7	1	22
34	7	3	0	10	9	1	0	10
35	15	5	0	20	15	5	0	20
36	23	5	0	28	19	8	1	28
37	18	7	0	25	19	5	1	25
38	9	3	0	12	9	2	1	12
39	9	5	0	14	8	6	0	14
40	15	6	0	21	10	11	0	21
41	14	1	0	15	6	8	1	15
42	11	6	0	17	14	2	1	17
43	11	4	0	15	9	4	2	15
44	10	3	0	13	8	5	0	13
45	11	1	0	12	7	5	0	12
46	10	4	0	14	10	4	0	14
47	10	2	1	13	8	4	1	13
48	8	2	0	10	6	3	1	10
49	9	1	0	10	3	7	0	10
50	6	1	0	7	3	4	0	7
51	9	3	0	12	9	3	0	12
52	5	2	0	7	4	3	0	7
53	6	1	0	7	6	1	0	7
54	2	2	0	4	2	2	0	4
55	5	1	0	6	4	2	0	6
56	5	1	0	6	4	1	1	6
57	5	0	0	5	1	4	0	5
58	4	1	0	5	3	2	0	5
59	2	1	0	3	2	1	0	3
60	4	0	0	4	1	2	1	4
61	2	0	0	2	1	0	1	2
62	5	1	0	6	3	3	0	6
63	0	0	0	0	0	0	0	0
64	3	0	0	3	2	1	0	3
65	1	0	0	1	1	0	0	1
66	4	0	0	4	2	2	0	4
67	4	1	0	5	4	1	0	5
68	1	0	0	1	0	1	0	1
69	1	0	0	1	1	0	0	1
70	1	0	0	1	1	0	0	1
71	0	0	0	0	0	0	0	0
72	3	0	0	3	2	1	0	3
73	1	0	0	1	0	1	0	1
74	0	0	0	0	0	0	0	0
75	3	0	0	3	2	1	0	3
76	1	0	0	1	0	1	0	1
77	1	0	0	1	0	1	0	1
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	0	1	0	1	1	0	0	1
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	1	0	0	1	1	0	0	1
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	6	0	39	45	35	9	1	45
Total	870	246	42	1,158	726	396	36	1,158

*PD Only = Property Damage Only Collision
** NS is where the driver age is not stated

Drinking Drivers in Collisions by Gender by Year

Figure 10.14

	2003				2004				2005			
Age	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	6	4	0	10	9	1	0	10	1	5	0	6
16	26	10	0	36	22	14	0	36	21	10	0	31
17	36	12	0	48	31	8	0	39	29	7	0	36
18	55	23	0	78	49	13	0	62	56	17	0	73
19	66	16	1	83	57	18	0	75	62	19	0	81
20	71	10	0	81	56	15	0	71	58	11	0	69
21	53	15	0	68	49	9	0	58	62	17	0	79
22	36	11	0	47	46	6	0	52	36	11	0	47
23	41	9	0	50	37	9	0	46	41	6	0	47
24	36	6	1	43	35	4	0	39	36	9	1	46
25 - 34	221	52	0	273	168	58	0	226	194	63	1	258
35 - 44	149	43	0	192	160	40	0	200	135	45	0	180
45 - 54	80	21	0	101	80	17	0	97	76	19	1	96
55 - 64	22	5	0	27	31	7	0	38	35	5	0	40
65 - 74	24	4	0	28	14	1	0	15	16	1	0	17
75 >	7	1	0	8	12	1	0	13	6	1	0	7
NS *	2	2	44	48	6	1	37	44	6	0	39	45
Total	931	244	46	1,221	862	222	37	1,121	870	246	42	1,158

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	2003				2004				2005			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	5	5	0	10	5	5	0	10	3	3	0	6
16	14	21	1	36	16	19	1	36	16	13	2	31
17	27	21	0	48	24	14	1	39	20	16	0	36
18	44	30	4	78	39	23	0	62	47	25	1	73
19	48	28	7	83	44	30	1	75	53	25	3	81
20	50	28	3	81	42	27	2	71	42	25	2	69
21	40	26	2	68	36	18	4	58	50	27	2	79
22	25	20	2	47	31	20	1	52	31	15	1	47
23	37	13	0	50	29	16	1	46	25	22	0	47
24	25	16	2	43	22	14	3	39	32	13	1	46
25 - 34	156	105	12	273	112	107	7	226	161	86	11	258
35 - 44	112	72	8	192	105	85	10	200	117	56	7	180
45 - 54	56	37	8	101	53	41	3	97	58	36	2	96
55 - 64	18	6	3	27	20	16	2	38	21	16	3	40
65 - 74	15	12	1	28	11	2	2	15	11	6	0	17
75 >	5	3	0	8	6	5	2	13	4	3	0	7
NS *	34	13	1	48	36	8	0	44	35	9	1	45
Total	711	456	54	1,221	631	450	40	1,121	726	396	36	1,158

* NS is where the driver age is not stated.

Traffic Collision Statistics

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Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2005 Quick Facts:

- The collision rate for all provincial highways is 1.38 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 4.03
  - of 250 to 4,999 is 1.02
  - under 250 is 1.09
- Regina and Saskatoon combined account for 40.2 per cent of the province's population and 42.2 per cent of the collisions.
- Regina recorded 7,659 collisions, 1,588 injuries and seven deaths in 2005.
- Saskatoon recorded 10,881 collisions, 1,660 injuries and six deaths in 2005.
- Alcohol was a factor in 667 traffic collisions in Saskatchewan cities during 2005.
- The collision rates for all rural municipalities are 3.24 collisions per 100 people and 2.03 collisions per million vehicle kilometres.

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	96	4	0	100	0.00	4	0
1-01	Manitoba Border - Moosomin	19.9	3,669	26.68	6	2	0	8	0.30	2	0
1-02	Moosomin - Whitewood	46.9	3,749	64.15	16	11	0	27	0.42	15	0
1-03	Whitewood - Broadview	23.9	4,075	35.47	11	3	1	15	0.42	5	1
1-04	Broadview - Grenfell	25.0	3,818	34.78	10	10	0	20	0.58	18	0
1-05	Grenfell - Indian Head	57.2	4,184	87.37	25	10	0	35	0.40	16	0
1-06	Indian Head - Qu'Appelle	13.8	5,087	25.68	17	13	0	30	1.17	22	0
1-07	Qu'Appelle - Balgonie	30.2	5,894	65.03	31	10	0	41	0.63	17	0
1-08	Balgonie - Regina	18.4	13,651	91.88	77	7	1	85	0.93	11	1
1-10	Regina - Jct Hwy 39	56.6	8,646	178.48	95	33	1	129	0.72	49	1
1-11	Jct Hwy 39- Moose Jaw	4.8	11,043	19.39	16	2	0	18	0.93	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	7,326	14.81	7	1	0	8	0.54	2	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,975	82.24	58	8	1	67	0.81	11	1
1-14	Mortlach - Chaplin	36.0	3,760	49.44	28	11	0	39	0.79	17	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,743	34.95	25	5	1	31	0.89	8	1
1-16	W Jct Hwy 19 - Rush Lake	32.6	4,165	49.62	24	6	0	30	0.60	11	0
1-17	Rush Lake - Swift Current	30.6	5,185	57.82	27	4	0	31	0.54	5	0
1-18	Swift Current - Jct Hwy 32	9.3	6,797	23.00	14	3	0	17	0.74	6	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,955	83.76	41	10	2	53	0.63	29	2
1-20	Gull Lake - Sidewood	34.3	4,446	55.58	23	9	0	32	0.58	16	0
1-21	Sidewood - Maple Creek	38.9	4,271	60.56	28	7	0	35	0.58	13	0
1-22	Maple Creek - Alberta Border	39.6	4,440	64.19	17	2	0	19	0.30	2	0
	Subtotal - Hwy 1	**640.6**		**1204.87**	**692**	**171**	**7**	**870**	**0.72**	**282**	**7**
2-00	Hwy 2 Section Not Known	0.0	0	0.00	98	2	0	100	0.00	2	0
2-01	U.S. Border - Rockglen	49.3	142	2.56	10	1	0	11	4.30	1	0
2-02	Rockglen - Assiniboia	53.5	464	9.06	16	1	0	17	1.88	1	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,150	11.63	10	4	0	14	1.20	6	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	985	15.96	17	1	0	18	1.13	1	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,561	15.33	16	1	0	17	1.11	1	0
2-06	Moose Jaw S - Moose Jaw N	6.9	2,808	7.04	10	1	0	11	1.56	1	0
2-07	Moose Jaw N - Tuxford	17.9	2,911	19.00	14	1	0	15	0.79	1	0
2-08	Tuxford - Chamberlain	33.3	1,326	16.10	16	0	1	17	1.06	1	1
2-09	Findlater - Liberty	33.6	441	5.41	12	0	1	13	2.40	1	1
2-10	Liberty - Imperial	29.3	560	5.98	11	1	0	12	2.01	1	0
2-11	Imperial - Watrous	36.0	888	11.66	19	1	1	21	1.80	1	1
2-12	Watrous - Young	23.1	1,021	8.59	19	0	0	19	2.21	0	0
2-13	Young - Jct Hwy 16	22.0	876	7.02	6	3	0	9	1.28	5	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	494	3.59	7	0	0	7	1.95	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	751	5.92	6	0	0	6	1.01	0	0
2-16	Jct Hwy 27 - Wakaw	35.3	708	9.11	18	5	1	24	2.63	9	1
2-17	Wakaw - St. Louis	32.9	1,139	13.66	8	2	0	10	0.73	2	0
2-18	St. Louis - Prince Albert	26.3	1,723	16.51	28	7	0	35	2.12	10	0
2-19	Prince Albert S - Jct Hwy 55	4.4	6,546	10.49	6	2	0	8	0.76	2	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,473	60.72	45	12	1	58	0.96	18	1
2-21	Christopher Lake - Jct Hwy 264	37.0	1,528	20.65	17	0	0	17	0.82	0	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	703	11.73	14	2	1	17	1.45	2	1
2-23	Weyakwin Lake - Jct Hwy 165	85.7	604	18.89	7	4	0	11	0.58	4	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,442	17.04	8	3	1	12	0.70	8	2
	Subtotal - Hwy 2	**782.0**		**323.68**	**438**	**54**	**7**	**499**	**1.54**	**78**	**8**
3-00	Hwy 3 Section Not Known	0.0	0	0.00	67	0	0	67	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	151	1.95	5	1	0	6	3.08	1	0
3-02	Erwood - Hudson Bay	14.1	568	2.91	4	0	0	4	1.37	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-03	Hudson Bay - Prairie River	40.9	747	11.16	32	1	0	33	2.96	1	0
3-04	Prairie River - S Jct Hwy 23	53.3	578	11.25	19	3	0	22	1.96	4	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,485	11.60	7	0	0	7	0.60	0	0
3-06	Tisdale - Melfort	36.7	2,067	27.72	17	3	0	20	0.72	6	0
3-07	Melfort - Kinistino	29.1	1,693	18.00	9	1	0	10	0.56	1	0
3-08	Kinistino - Birch Hills	27.3	1,509	15.03	11	2	0	13	0.86	3	0
3-09	Birch Hills - Prince Albert	33.1	2,759	33.32	14	6	1	21	0.63	9	1
3-11	Prince Albert - Shellbrook	43.1	3,565	56.06	48	6	0	54	0.96	11	0
3-12	Shellbrook - Cameo	10.3	1,531	5.74	4	0	0	4	0.70	0	0
3-13	Cameo - Shell Lake	46.6	729	12.40	26	2	0	28	2.26	3	0
3-14	Shell Lake - Spiritwood	24.6	962	8.65	31	0	0	31	3.59	0	0
3-15	Spiritwood - Glaslyn	55.5	797	16.15	41	4	0	45	2.79	5	0
3-16	Glaslyn - Turtleford	45.3	673	11.12	20	1	1	22	1.98	2	1
3-17	Jct Hwy 26 - N Sask. River	30.0	1,257	13.77	19	3	0	22	1.60	9	0
3-18	N Sask. River - Alberta Border	26.4	1,403	13.52	5	2	0	7	0.52	2	0
	Subtotal - Hwy 3	**573.1**		**270.36**	**379**	**35**	**2**	**416**	**1.54**	**57**	**2**
4-00	Hwy 4 Section Not Known	0.0	0	0.00	67	0	0	67	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	125	1.42	3	0	0	3	2.11	0	0
4-02	Val Marie - Cadillac	54.7	235	4.69	17	1	0	18	3.84	1	0
4-03	Cadillac - Jct Hwy 43	26.3	590	5.66	6	3	0	9	1.59	5	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,013	28.49	39	2	0	41	1.44	4	0
4-05	Swift Current - Sask. Landing	48.1	1,669	29.28	41	3	0	44	1.50	3	0
4-06	Sask. Landing - Sanctuary	41.7	1,200	18.26	12	1	0	13	0.71	1	0
4-07	Sanctuary - Elrose	23.5	998	8.58	18	1	0	19	2.22	1	0
4-08	Elrose - Rosetown	37.8	1,368	18.89	14	1	0	15	0.79	1	0
4-09	Rosetown - Jct Hwy 31	11.7	1,059	4.53	8	2	0	10	2.21	2	0
4-10	Jct Hwy 31 - Biggar	46.8	650	11.09	16	2	0	18	1.62	2	0
4-11	Biggar - Struan Grid	34.3	450	5.64	14	0	0	14	2.48	0	0
4-12	Struan Grid - Red Pheasant	20.9	418	3.19	9	3	0	12	3.77	4	0
4-13	Red Pheasant - Battleford	35.7	1,479	19.25	33	5	0	38	1.97	8	0
4-14	Battleford - Jct Hwy 26	21.0	5,302	40.72	12	5	2	19	0.47	14	4
4-15	Jct Hwy 26 - Cochin	17.3	2,646	16.66	9	3	1	13	0.78	3	2
4-16	Cochin - Glaslyn	29.6	1,461	15.76	23	0	0	23	1.46	0	0
4-17	Glaslyn - Meadow Lake	89.2	945	30.75	58	3	0	61	1.98	4	0
4-18	Meadow Lake - Jct Hwy 104	30.5	568	6.33	26	0	0	26	4.11	0	0
	Subtotal - Hwy 4	**638.9**		**269.18**	**425**	**35**	**3**	**463**	**1.72**	**53**	**6**
5-00	Hwy 5 Section Not Known	0.0	0	0.00	60	0	0	60	0.00	0	0
5-01	Togo - Kamsack	33.4	364	4.44	10	0	0	10	2.25	0	0
5-02	Kamsack - Canora	37.0	1,005	13.59	11	1	0	12	0.88	1	0
5-03	Canora - Invermay	54.7	637	12.72	6	0	0	6	0.47	0	0
5-04	Invermay - Wadena	46.5	781	13.25	6	4	0	10	0.75	6	0
5-05	Wadena - Watson	53.6	928	18.18	31	3	1	35	1.93	6	1
5-06	Watson - Humboldt	41.2	1,927	29.00	28	1	0	29	1.00	1	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,077	32.77	24	4	1	29	0.88	7	1
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,958	29.16	28	3	0	31	1.06	4	0
5-09	Patience Lake - Saskatoon	11.4	3,065	12.74	20	3	0	23	1.81	7	0
5-10	College Drive in Saskatoon	5.6	16,622	33.85	2	0	0	2	0.06	0	0
	Subtotal - Hwy 5	**367.5**		**199.70**	**226**	**19**	**2**	**247**	**1.24**	**32**	**2**
6-00	Hwy 6 Section Not Known	0.0	0	0.00	50	0	0	50	0.00	0	0
6-01	U.S. Border - Jct Hwy 18	16.4	337	2.02	6	0	0	6	2.97	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.5	512	10.37	9	0	0	9	0.87	0	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	586	9.26	11	1	0	12	1.30	1	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-04	S Jct Hwy 39 - Regina South	38.1	3,385	47.06	24	5	0	29	0.62	5	0
6-05	Regina South - Regina North	2.4	8,525	7.56	1	0	0	1	0.13	0	0
6-06	Regina North - Piapot FN.	26.4	2,763	26.59	23	6	0	29	1.09	12	0
6-07	Piapot FN. - Southey	24.2	2,152	19.02	16	2	1	19	1.00	2	1
6-08	Southey - Raymore	54.1	1,167	23.07	31	3	0	34	1.47	3	0
6-09	Raymore - Dafoe	38.0	949	13.17	19	3	0	22	1.67	4	0
6-10	Dafoe - Watson	43.0	954	14.99	21	3	0	24	1.60	3	0
6-11	Watson - Naicam	32.8	1,242	14.88	18	3	0	21	1.41	6	0
6-12	Naicam - Silver Park	26.6	1,008	9.77	10	4	0	14	1.43	8	0
6-13	Silver Park - Melfort	25.2	1,378	12.66	13	3	0	16	1.26	4	0
6-14	Melfort - Gronlid	32.6	844	10.04	24	1	0	25	2.49	1	0
6-15	Gronlid - Choiceland	43.3	216	3.41	14	0	0	14	4.11	0	0
	Subtotal - Hwy 6	**501.9**		**223.87**	**290**	**34**	**1**	**325**	**1.45**	**49**	**1**
7-00	Hwy 7 Section Not Known	0.0	0	0.00	63	1	0	64	0.00	2	0
7-01	Saskatoon - Jct Hwy 60	6.3	7,867	17.95	14	3	1	18	1.00	4	1
7-02	Jct Hwy 60 - Delisle	30.4	5,127	56.94	48	4	2	54	0.95	6	4
7-03	Delisle - Harris	37.9	2,663	36.79	35	4	0	39	1.06	4	0
7-04	Harris - Rosetown	36.4	3,041	40.37	40	7	0	47	1.16	8	0
7-05	Rosetown - Brock	52.4	2,126	40.66	39	6	0	45	1.11	8	0
7-06	Brock - Kindersley	31.0	2,542	28.80	21	7	2	30	1.04	13	2
7-07	Kindersley - Jct Hwy 307	21.2	2,496	19.30	9	2	0	11	0.57	3	0
7-08	Jct Hwy 307 - Alsask	40.0	1,755	25.65	12	6	1	19	0.74	11	1
	Subtotal - Hwy 7	**255.5**		**266.44**	**281**	**40**	**6**	**263**	**0.99**	**59**	**4**
8-00	Hwy 8 Section Not Known	0.0	0	0.00	27	0	0	27	0.00	0	0
8-01	U.S. Border - Carievale	19.9	250	1.81	4	0	0	4	2.21	0	0
8-02	Carievale - Redvers	45.6	345	5.75	14	2	0	16	2.78	2	0
8-03	Redvers - Fairlight	34.0	211	2.62	6	0	0	6	2.29	0	0
8-04	Fairlight - Moosomin	29.9	597	6.52	12	2	0	14	2.15	2	0
8-05	Moosomin - Qu'Appelle River	40.5	896	13.26	18	1	0	19	1.43	1	0
8-06	Qu'Appelle River - Langenburg	41.9	521	7.97	15	1	0	16	2.01	1	0
8-07	Langenburg - Wroxton	46.9	188	3.21	2	0	0	2	0.62	0	0
8-08	Wroxton - Kamsack	39.5	588	8.47	11	0	0	11	1.30	0	0
8-09	Kamsack - Pelly	32.3	1,430	16.87	6	1	1	8	0.47	5	1
8-10	Pelly - Norquay	41.4	221	3.35	7	2	0	9	2.69	2	0
	Subtotal - Hwy 8	**372.0**		**69.83**	**122**	**9**	**1**	**132**	**1.89**	**13**	**1**
9-00	Hwy 9 Section Not Known	0.0	0	0.00	72	0	0	72	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	257	2.51	9	0	0	9	3.58	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,273	21.79	15	1	0	16	0.73	1	0
9-03	Carlyle - Jct Hwy 48	43.5	1,378	21.87	17	2	0	19	0.87	2	0
9-04	Jct Hwy 48 - Whitewood	36.5	676	9.00	11	0	1	12	1.33	2	1
9-05	Whitewood - Qu'Appelle River	19.6	753	5.37	4	0	0	4	0.74	0	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	855	11.39	24	2	0	26	2.28	2	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	869	6.75	16	1	0	17	2.52	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,106	13.31	24	8	0	32	2.40	9	0
9-09	Yorkton - Canora	46.2	2,853	48.13	47	6	0	53	1.10	10	0
9-10	Canora - Jct Hwy 49	27.7	1,370	13.83	14	2	0	16	1.16	2	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,151	8.39	18	3	0	21	2.50	3	0
9-12	Preeceville - Usherville	31.0	581	6.57	12	0	0	12	1.83	0	0
9-13	Usherville - Bertwell	42.5	334	5.18	11	1	0	12	2.32	1	0
9-14	Bertwell - Hudson Bay	38.6	685	9.65	18	1	1	20	2.07	1	1
9-15	Hudson Bay - Manitoba Border	123.1	74	3.33	11	3	0	14	4.21	5	0
	Subtotal - Hwy 9	**593.0**		**187.08**	**323**	**30**	**2**	**355**	**1.90**	**39**	**2**

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-00	Hwy 10 Section Not Known	0.0	0	0.00	61	1	0	62	0.00	1	0
10-01	Manitoba Border - Wroxton	25.0	794	7.23	4	1	0	5	0.69	1	0
10-02	Wroxton - Yorkton	37.6	1,479	20.29	25	5	0	30	1.48	6	0
10-03	Yorkton - Melville	41.9	2,633	40.24	57	6	0	63	1.57	7	0
10-04	Melville - Jct Hwy 22	46.2	1,847	31.12	18	2	0	20	0.64	3	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,565	24.38	22	3	1	26	1.07	5	3
10-06	Fort Qu'Appelle - Balgonie	46.5	3,743	63.51	36	5	2	43	0.68	10	2
	Subtotal - Hwy 10	**223.1**		**186.76**	**223**	**23**	**3**	**249**	**1.33**	**33**	**5**
11-00	Hwy 11 Section Not Known	0.0	0	0.00	159	2	0	161	0.00	2	0
11-01	Regina - Lumsden	25.9	10,527	99.56	69	20	1	90	0.90	28	1
11-02	Lumsden - Bethune	25.9	5,294	50.12	27	4	1	32	0.64	6	1
11-03	Bethune - E Jct Hwy 2	19.2	4,030	28.29	10	0	0	10	0.35	0	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	4,003	36.03	32	2	0	34	0.94	2	0
11-05	Aylesbury - Davidson	45.4	4,360	72.17	27	5	0	32	0.44	9	0
11-06	Davidson - Kenaston	32.1	4,729	55.35	22	9	1	32	0.58	16	1
11-07	Kenaston - Dundurn	38.9	5,335	75.76	55	11	0	66	0.87	19	0
11-08	Dundurn - Saskatoon	32.3	7,384	87.00	85	12	1	98	1.13	15	1
11-10	Saskatoon - Warman	18.1	12,313	81.21	43	8	0	51	0.63	10	0
11-11	Warman - Rosthern	43.2	5,273	83.11	38	13	1	52	0.63	21	1
11-12	Rosthern - Duck Lake	18.1	3,735	24.70	8	7	0	15	0.61	11	0
11-13	Duck Lake - Prince Albert	49.0	3,493	62.44	57	11	0	68	1.09	14	0
	Subtotal - Hwy 11	**372.7**		**755.74**	**632**	**104**	**5**	**741**	**0.98**	**153**	**5**
12-00	Hwy 12 Section Not Known	0.0	0	0.00	24	0	0	24	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	4,838	64.21	49	8	0	57	0.89	10	0
12-02	Hepburn - Blaine Lake	38.2	1,381	19.26	25	4	0	29	1.51	5	0
12-03	Blaine Lake - Big Grass Lake	39.1	445	6.36	18	1	1	20	3.14	8	1
12-04	Big Grass Lake - Shell Lake	21.0	422	3.23	8	2	0	10	3.09	2	0
	Subtotal - Hwy 12	**134.7**		**93.07**	**124**	**15**	**1**	**140**	**1.50**	**25**	**1**
13-00	Hwy 13 Section Not Known	0.0	0	0.00	48	0	0	48	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	895	6.44	10	2	0	12	1.86	2	0
13-02	Redvers - Carlyle	42.3	1,246	19.25	33	1	0	34	1.77	1	0
13-03	Carlyle - Stoughton	54.5	1,539	30.59	27	7	0	34	1.11	9	0
13-04	Stoughton - Griffin	31.0	916	10.37	9	3	0	12	1.16	3	0
13-05	Griffin - Weyburn	27.6	1,239	12.47	15	2	0	17	1.36	2	0
13-06	Weyburn - Jct Hwy 28	31.1	1,129	12.80	22	1	1	24	1.88	4	3
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	653	5.44	4	0	0	4	0.73	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	563	8.17	8	0	0	8	0.98	0	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	264	2.95	10	1	0	11	3.73	1	0
13-10	Jct Hwy 36 - Assiniboia	36.5	540	7.19	20	1	0	21	2.92	1	0
13-11	Assiniboia - Lafleche	42.6	743	11.56	16	0	0	16	1.38	0	0
13-12	Lafleche - Kincaid	32.3	421	4.96	17	0	0	17	3.43	0	0
13-13	Kincaid - Cadillac	54.9	387	7.75	12	0	0	12	1.55	0	0
13-14	Cadillac - Jct Hwy 37	49.5	238	4.29	6	0	0	6	1.40	0	0
13-15	Shaunavon - Eastend	34.3	573	7.18	11	0	1	12	1.67	0	1
13-16	Eastend - E Jct Hwy 21	52.5	264	5.07	10	1	0	11	2.17	1	0
13-17	E Jct Hwy 21 - Govanlock	44.1	177	2.85	3	0	1	4	1.40	0	1
13-18	Govanlock - Alberta Border	14.5	50	0.27	0	0	0	0	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**159.60**	**281**	**19**	**3**	**303**	**1.90**	**24**	**5**
14-00	Hwy 14 Section Not Known	0.0	0	0.00	48	1	0	49	0.00	1	0
14-12	Saskatoon - Asquith	34.1	3,200	39.78	46	6	0	52	1.31	6	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
14-13	Asquith - Perdue	22.7	1,669	13.82	21	3	0	24	1.74	6	0
14-14	Perdue - Biggar	31.6	1,818	20.96	19	0	0	19	0.91	0	0
14-15	Biggar - Landis	35.6	882	11.45	11	2	0	13	1.13	4	0
14-16	Landis - Wilkie	31.5	930	10.68	9	0	0	9	0.84	0	0
14-17	Wilkie - Unity	30.3	1,510	16.68	8	5	0	13	0.78	11	0
14-18	Unity - Salvador Grid	29.2	1,209	12.88	10	0	0	10	0.78	0	0
14-19	Salvador Grid - Alberta Border	33.8	1,032	12.73	18	7	0	25	1.96	11	0
	Subtotal - Hwy 14	**248.7**		**139.00**	**190**	**24**	**0**	**214**	**1.54**	**39**	**0**
15-00	Hwy 15 Section Not Known	0.0	0	0.00	45	0	0	45	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	236	2.84	8	1	0	9	3.17	1	0
15-03	Jct Hwy 9 - Melville	22.5	722	5.93	11	2	0	13	2.19	2	0
15-04	Melville - Jct Hwy 52	58.7	613	13.14	21	3	0	24	1.83	4	0
15-05	Jct Hwy 52 - Leross	26.5	555	5.36	9	2	0	11	2.05	2	0
15-06	Leross - Raymore	51.9	562	10.64	21	1	1	23	2.16	4	1
15-07	Raymore - S Jct Hwy 20	32.7	261	3.12	4	0	0	4	1.28	0	0
15-08	Nokomis - Jct Hwy 2	31.0	252	2.85	3	0	0	3	1.05	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	210	4.35	6	0	0	6	1.38	0	0
15-10	Kenaston - Jct Hwy 19	22.8	682	5.67	8	1	0	9	1.59	1	0
15-11	Jct Hwy 19 - Outlook	34.5	1,061	13.37	18	6	0	24	1.80	7	0
15-12	Outlook - Milden	27.8	910	9.25	16	1	0	17	1.84	2	0
15-13	Milden - Rosetown	36.3	652	8.63	5	0	0	5	0.58	0	0
	Subtotal - Hwy 15	**434.2**		**85.15**	**175**	**17**	**1**	**193**	**2.27**	**23**	**1**
16-00	Hwy 16 Section Not Known	0.0	0	0.00	123	1	0	124	0.00	1	0
16-11	Manitoba Border - Churchbridge	30.5	1,633	18.19	25	1	0	26	1.43	2	0
16-12	Churchbridge - Yorkton	52.7	2,437	46.84	48	4	1	53	1.13	9	1
16-13	Yorkton - Springside	22.0	2,767	22.25	10	3	0	13	0.58	5	0
16-14	Springside - Insinger	31.0	1,722	19.51	13	1	1	15	0.77	2	3
16-15	Insinger - Tuffnell	22.6	1,566	12.89	3	1	0	4	0.31	1	0
16-16	Tuffnell - Elfros	38.0	1,730	23.99	15	5	1	21	0.88	6	1
16-17	Elfros - Dafoe	49.0	2,201	39.35	30	3	0	33	0.84	3	0
16-18	Dafoe - Guernsey	42.1	1,988	30.52	31	2	0	33	1.08	2	0
16-19	Guernsey - Jct Hwy 2	44.7	2,104	34.34	23	10	0	33	0.96	17	0
16-20	Jct Hwy 2 - Saskatoon	63.5	4,393	101.81	69	9	2	80	0.79	22	2
16-23	Jct Hwy 11 - North Sask. River	41.3	7,381	111.16	72	13	0	85	0.76	20	0
16-24	North Sask. River - Radisson	19.3	5,738	40.34	61	1	0	62	1.54	1	0
16-25	Radisson - Denholm	48.4	5,669	100.16	21	3	1	25	0.25	4	2
16-26	Denholm - North Battleford	23.4	6,719	57.40	23	2	1	26	0.45	5	1
16-27	North Battleford - Bresaylor	41.4	3,728	56.31	27	3	0	30	0.53	4	0
16-28	Bresaylor - Maidstone	38.9	3,476	49.39	32	4	2	38	0.77	12	2
16-29	Maidstone - Marshall	36.8	5,352	71.84	37	5	1	43	0.60	10	1
16-30	Marshall - Lloydminster	17.4	8,062	51.32	29	4	1	34	0.66	7	1
	Subtotal - Hwy 16	**662.9**		**887.62**	**692**	**75**	**11**	**778**	**0.88**	**133**	**14**
17-00	Hwy 17 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
17-03	Macklin - Alberta Border	57.0	754	15.69	9	0	0	9	0.57	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	2,195	19.40	2	0	0	2	0.10	0	0
17-05	Alberta Border - Lloydminster	23.0	3,290	27.60	16	6	0	22	0.80	11	0
17-06	Lloydminster - Jct Hwy 3	24.7	3,637	32.78	22	5	1	28	0.85	12	1
17-07	Jct Hwy 3 - N Sask. River	10.7	1,136	4.43	6	0	0	6	1.35	0	0
17-08	N Sask. River - Onion Lake	12.7	1,290	5.97	2	0	2	4	0.67	7	2
	Subtotal - Hwy 17	**152.3**		**105.86**	**76**	**11**	**3**	**90**	**0.85**	**30**	**3**
18-00	Hwy 18 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-01	Manitoba Border - Carievale	19.6	663	4.74	10	1	0	11	2.32	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,360	23.86	55	3	0	58	2.43	4	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,608	25.89	25	1	0	26	1.00	1	0
18-04	Estevan - Torquay	38.3	679	9.48	13	1	0	14	1.48	1	0
18-05	Torquay - Oungre	22.8	353	2.93	6	1	0	7	2.39	1	0
18-06	Oungre - Lake Alma	29.3	333	3.56	4	1	0	5	1.40	1	0
18-07	Lake Alma - N Jct Hwy 6	28.0	203	2.07	1	0	0	1	0.48	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	88	1.55	3	0	0	3	1.94	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	352	2.56	9	0	0	9	3.52	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	274	2.37	3	0	0	3	1.27	0	0
18-11	Rockglen - Wood Mountain	32.1	75	0.88	5	0	0	5	5.67	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	196	3.74	8	1	0	9	2.41	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	211	2.85	3	0	0	3	1.05	0	0
18-14	Ponteix Grid - Val Marie	35.7	94	1.22	2	0	0	2	1.63	0	0
18-15	S Jct Hwy 4 - Climax	42.2	170	2.62	5	0	0	5	1.91	0	0
18-16	Climax - Divide	65.7	158	3.78	8	0	0	8	2.11	0	0
18-17	Divide - Robsart	31.0	62	0.70	1	0	0	1	1.42	0	0
	Subtotal - Hwy 18	**617.9**		**94.81**	**199**	**9**	**0**	**208**	**2.19**	**10**	**0**
19-00	Hwy 19 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	245	2.35	4	0	0	4	1.70	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	137	1.24	4	1	0	5	4.02	2	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	250	5.49	16	0	0	16	2.92	0	0
19-04	Chaplin - Central Butte	43.4	244	3.87	15	0	0	15	3.88	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	277	4.10	13	1	0	14	3.41	1	0
19-06	Elbow - Jct Hwy 19	42.2	439	6.76	8	3	0	11	1.63	5	0
	Subtotal - Hwy 19	**237.3**		**23.82**	**73**	**5**	**0**	**78**	**3.27**	**8**	**0**
20-00	Hwy 20 Section Not Known	0.0	0	0.00	30	0	0	30	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,376	18.36	39	4	0	43	2.34	4	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	573	11.55	24	2	0	26	2.25	4	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	427	7.41	21	2	0	23	3.10	2	0
20-04	W Jct Hwy 16 - Humboldt	37.3	736	10.01	8	0	0	8	0.80	0	0
20-05	Humboldt - Pilger	33.5	641	7.84	7	2	0	9	1.15	2	0
20-06	Pilger - Crystal Springs	44.9	284	4.66	10	0	0	10	2.15	0	0
20-07	Crystal Springs - Jct Hwy 3	22.6	347	2.87	6	2	0	8	2.79	3	0
	Subtotal - Hwy 20	**277.8**		**62.70**	**145**	**12**	**0**	**157**	**2.50**	**15**	**0**
21-00	Hwy 21 Section Not Known	0.0	0	0.00	39	1	0	40	0.00	1	0
21-01	U.S. Border - Govenlock	29.5	51	0.54	1	0	0	1	1.84	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	374	4.69	7	1	0	8	1.71	1	0
21-04	Cypress Hills - Maple Creek	27.5	741	7.44	16	2	0	18	2.42	2	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,736	5.24	12	0	0	12	2.29	0	0
21-06	Jct Hwy 1 - Fox Valley	52.8	434	8.35	9	1	1	11	1.32	4	1
21-07	Fox Valley - Leader	50.1	441	8.07	7	0	0	7	0.87	0	0
21-08	Leader - Eatonia	41.1	411	6.16	14	1	0	15	2.44	1	0
21-09	Glidden - Kindersley	26.2	1,103	10.54	9	1	0	10	0.95	1	0
21-10	Kindersley - Jct Hwy 31	36.0	1,348	17.72	13	2	0	15	0.85	2	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,110	5.50	3	1	0	4	0.73	1	0
21-12	Kerrobert - Unity	59.3	594	12.85	15	2	0	17	1.32	2	0
21-13	Unity - E Jct Hwy 40	35.7	656	8.54	7	0	0	7	0.82	0	0
21-14	W Jct Hwy 40 - Maidstone	37.8	241	3.32	6	0	0	6	1.81	0	0
21-15	Maidstone - E Jct Hwy 3	54.1	877	17.32	15	3	0	18	1.04	4	0
21-16	Paradise Hill - Peck Lake	36.7	204	2.72	6	0	0	6	2.20	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	88	0.68	0	0	0	0	0.00	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
21-18	Ministikwan Lake - Pierceland	43.7	244	3.89	8	4	0	12	3.09	6	0
21-19	Pierceland - Northern Pine	22.2	138	1.12	2	2	0	4	3.56	4	0
	Subtotal - Hwy 21	**630.0**		**124.71**	**189**	**21**	**1**	**211**	**1.69**	**29**	**1**
22-00	Hwy 22 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	135	0.64	1	0	0	1	1.55	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	974	14.52	37	1	0	38	2.62	1	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	249	2.24	6	0	0	6	2.68	0	0
22-04	Killaly - Jct Hwy 10	51.8	398	7.53	18	0	0	18	2.39	0	0
22-05	Lipton - Southey	50.9	567	10.53	5	0	0	5	0.47	0	0
22-06	Southey - Jct Hwy 20	26.6	370	3.60	5	1	0	6	1.67	1	0
	Subtotal - Hwy 22	**207.8**		**39.06**	**84**	**2**	**0**	**86**	**2.20**	**2**	**0**
23-00	Hwy 23 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	257	2.96	13	0	0	13	4.39	0	0
23-02	Somme - Chelan	30.2	665	7.34	20	1	0	21	2.86	2	0
23-03	Chelan - Crooked River	37.9	510	7.05	17	0	0	17	2.41	0	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	668	15.41	20	0	0	20	1.30	0	0
	Subtotal - Hwy 23	**162.9**		**32.76**	**89**	**1**	**0**	**90**	**2.75**	**2**	**0**
24-00	Hwy 24 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
24-01	Spiritwood - Leoville	32.2	637	7.50	14	2	0	16	2.13	2	0
24-02	Leoville - Chitek Lake	25.3	494	4.57	11	0	0	11	2.41	0	0
	Subtotal - Hwy 24	**57.6**		**12.07**	**31**	**2**	**0**	**33**	**2.73**	**2**	**0**
25-01	Birch Hills - St. Louis	29.1	281	2.98	6	0	0	6	2.02	0	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,208	6.61	6	1	0	7	1.03	1	0
26-02	Meota - Turtleford	54.2	1,011	20.00	24	2	0	26	1.30	6	0
26-03	Turtleford - N Jct Hwy 3	29.2	683	7.29	5	1	0	6	0.82	1	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	808	14.06	29	3	0	32	2.28	3	0
26-05	Loon Lake - Goodsoil	52.0	477	9.06	28	4	0	32	3.53	9	0
	Subtotal - Hwy 26	**198.5**		**57.21**	**106**	**11**	**0**	**117**	**2.05**	**20**	**0**
27-01	Jct Hwy 2 - Aberdeen	34.0	530	6.57	8	1	0	9	1.37	1	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
28-01	Lake Alma - Radville	39.8	240	3.49	1	1	0	2	0.57	1	0
28-02	Radville - Jct Hwy 13	20.1	478	3.50	3	0	0	3	0.86	0	0
	Subtotal - Hwy 28	**59.9**		**6.99**	**6**	**1**	**0**	**7**	**1.00**	**1**	**0**
29-00	Hwy 29 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	781	6.60	8	1	0	9	1.36	1	0
29-02	Cloan Grid - Battleford	25.9	1,029	9.74	14	1	0	15	1.54	1	0
	Subtotal - Hwy 29	**49.1**		**16.34**	**29**	**2**	**0**	**31**	**1.90**	**2**	**0**
30-01	S Sask. River - Eston	21.4	252	1.96	2	0	0	2	1.02	0	0
30-02	Eston - Jct Hwy 7	37.0	195	2.63	6	1	0	7	2.66	1	0
	Subtotal - Hwy 30	**58.3**		**4.59**	**8**	**1**	**0**	**9**	**1.96**	**1**	**0**
31-00	Hwy 31 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	323	6.87	8	0	0	8	1.16	0	0
31-02	Plenty - S Jct Hwy 21	35.8	433	5.66	5	0	0	5	0.88	0	0
31-03	Kerrobert - Salvador	37.7	683	9.40	4	2	0	6	0.64	2	0
31-04	Salvador - Mackin	37.8	906	12.50	19	4	0	23	1.84	4	0
	Subtotal - Hwy 31	**169.5**		**34.43**	**41**	**6**	**0**	**47**	**1.37**	**6**	**0**

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-00	Hwy 32 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,279	10.69	5	0	0	5	0.47	0	0
32-02	Success - Cabri	33.6	773	9.49	11	0	0	11	1.16	0	0
32-03	Cabri - Lancer	38.9	447	6.35	13	0	0	13	2.05	0	0
32-04	Lancer - Leader	47.4	344	5.95	9	0	0	9	1.51	0	0
	Subtotal - Hwy 32	**142.8**		**32.48**	**44**	**0**	**0**	**44**	**1.35**	**0**	**0**
33-00	Hwy 33 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
33-01	Stoughton - Fillmore	38.2	973	13.55	15	1	0	16	1.18	1	0
33-02	Fillmore - Francis	39.1	875	12.48	19	0	0	19	1.52	0	0
33-03	Francis - Kronau	38.4	1,759	24.65	12	1	0	13	0.53	1	0
33-04	Kronau - Regina	20.3	2,290	16.97	21	0	0	21	1.24	0	0
	Subtotal - Hwy 33	**135.9**		**67.65**	**81**	**2**	**0**	**83**	**1.23**	**2**	**0**
34-00	Hwy 34 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
34-01	U.S. Border - Bengough	46.4	151	2.56	4	0	0	4	1.56	0	0
34-02	Bengough - Jct Hwy 13	16.3	340	2.03	2	0	0	2	0.99	0	0
	Subtotal - Hwy 34	**62.7**		**4.58**	**8**	**0**	**0**	**8**	**1.75**	**0**	**0**
35-00	Hwy 35 Section Not Known	0.0	0	0.00	43	0	0	43	0.00	0	0
35-01	U.S. Border - Oungre	16.2	144	0.85	3	0	0	3	3.51	0	0
35-02	Oungre - Colgate	28.5	430	4.47	6	1	0	7	1.57	2	0
35-03	Colgate - Weyburn	29.1	848	8.99	19	0	0	19	2.11	0	0
35-04	Weyburn - Francis	47.7	861	14.98	29	3	0	32	2.14	5	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	238	2.01	4	1	0	5	2.48	1	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	282	2.53	3	1	0	4	1.58	3	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	373	2.69	6	0	0	6	2.23	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,225	7.05	8	2	0	10	1.42	2	0
35-09	Lipton - Leross	43.2	602	9.49	1	2	1	4	0.42	2	1
35-10	Leross - Elfros	50.4	444	8.17	11	2	0	13	1.59	5	0
35-11	Elfros - Wadena	23.7	757	6.55	7	0	0	7	1.07	0	0
35-12	Wadena - Jct Hwy 49	21.7	829	6.57	2	0	0	2	0.30	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	592	10.03	27	2	0	29	2.89	2	0
35-14	Jct Hwy 349 - Tisdale	44.7	910	14.85	22	4	0	26	1.75	7	0
35-15	Tisdale - Jct Hwy 335	27.5	1,085	10.89	9	0	1	10	0.92	1	1
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,517	15.60	31	4	0	35	2.24	6	0
35-17	Jct Hwy 55 - Torch River	36.2	170	2.24	3	0	0	3	1.34	0	0
	Subtotal - Hwy 35	**526.7**		**127.96**	**234**	**22**	**2**	**258**	**2.02**	**36**	**2**
36-00	Hwy 36 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	273	3.03	9	0	0	9	2.98	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	284	4.02	12	0	1	13	3.23	0	1
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	266	6.29	2	2	0	4	0.64	4	0
	Subtotal - Hwy 36	**133.9**		**13.34**	**25**	**2**	**1**	**28**	**2.10**	**4**	**1**
37-00	Hwy 37 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
37-01	U.S. Border - Climax	23.0	78	0.66	1	0	0	1	1.52	0	0
37-02	Climax - Shaunavon	52.1	379	7.22	21	2	0	23	3.19	2	0
37-03	Shaunavon - Gull Lake	51.5	981	18.43	24	5	0	29	1.57	7	0
37-04	Gull Lake - W Jct Hwy 332	33.3	235	2.86	7	0	0	7	2.44	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	130	1.17	1	1	0	2	1.71	3	0
	Subtotal - Hwy 37	**184.5**		**30.34**	**58**	**8**	**0**	**66**	**2.18**	**12**	**0**
38-00	Hwy 38 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
38-01	Kelvington - Perigord	22.3	515	4.19	4	1	0	5	1.19	1	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
38-02	Perigord - Chelan	34.4	270	3.39	15	1	0	16	4.72	1	0
38-05	Kuroki - Kelvington	31.4	270	3.10	9	0	0	9	2.91	0	0
	Subtotal - Hwy 38	**88.1**		**10.68**	**33**	**2**	**0**	**35**	**3.28**	**2**	**0**
39-00	Hwy 39 Section Not Known	0.0	0	0.00	49	1	0	50	0.00	1	0
39-01	U.S. Border - Bienfait	27.0	899	8.85	17	2	0	19	2.15	2	0
39-02	Bienfait - Estevan	9.5	4,864	16.94	8	0	0	8	0.47	0	0
39-03	Estevan - Midale	40.9	2,405	35.92	15	0	0	15	0.42	0	0
39-04	Midale - Weyburn	43.7	2,313	36.92	18	1	1	20	0.54	1	1
39-05	Weyburn - Yellow Grass	26.8	2,852	27.85	15	1	0	16	0.57	1	0
39-06	Yellow Grass - Corinne	44.6	2,462	40.09	16	2	0	18	0.45	5	0
39-07	Corinne - Pitman	34.2	882	11.01	7	1	0	8	0.73	1	0
39-08	Pitman - Jct Hwy 1	34.3	1,108	13.85	9	1	0	10	0.72	1	0
	Subtotal - Hwy 39	**261.0**		**191.42**	**154**	**9**	**1**	**164**	**0.86**	**12**	**1**
40-00	Hwy 40 Section Not Known	0.0	0	0.00	24	0	0	24	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,151	23.57	27	6	0	33	1.40	9	0
40-02	Blaine Lake - Hafford	36.0	587	7.71	11	0	0	11	1.43	0	0
40-03	Hafford - North Battleford	63.9	977	22.80	14	2	1	17	0.75	4	1
40-04	Battleford - E Jct Hwy 21	57.6	1,120	23.54	26	5	0	31	1.32	8	0
40-05	E Jct Hwy 21 - Neilburg	35.5	770	9.98	15	2	0	17	1.70	3	0
40-06	Neilburg - Alberta Border	25.4	1,304	12.07	10	1	1	12	0.99	1	1
	Subtotal - Hwy 40	**274.5**		**99.68**	**127**	**16**	**2**	**145**	**1.45**	**25**	**2**
41-00	Hwy 41 Section Not Known	0.0	0	0.00	18	0	0	18	0.00	0	0
41-01	Meilort - Jct Hwy 20	56.0	1,176	24.03	26	8	0	34	1.41	14	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,274	13.87	12	2	0	14	1.01	3	0
41-03	Wakaw - Aberdeen	51.3	1,666	31.19	29	6	0	35	1.12	8	0
41-04	Aberdeen - Jct Hwy 41	26.9	2,934	28.83	21	4	1	26	0.90	9	1
	Subtotal - Hwy 41	**164.0**		**97.92**	**106**	**20**	**1**	**127**	**1.30**	**34**	**1**
42-00	Hwy 42 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
42-01	Tuxford - Keeler	25.0	562	5.12	8	0	0	8	1.56	0	0
42-02	Keeler - E Jct Hwy 19	42.4	369	5.71	7	1	0	8	1.40	1	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	407	5.74	5	0	0	5	0.87	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	218	3.00	7	0	0	7	2.33	0	0
42-05	Jct Hwy 342 - Milden	59.9	213	4.66	9	0	0	9	1.93	0	0
	Subtotal - Hwy 42	**203.6**		**24.23**	**41**	**1**	**0**	**42**	**1.73**	**1**	**0**
43-00	Hwy 43 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	508	7.04	9	0	0	9	1.28	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	289	3.05	1	0	0	1	0.33	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	239	5.14	10	0	0	10	1.95	0	0
	Subtotal - Hwy 43	**125.9**		**15.23**	**29**	**0**	**0**	**29**	**1.90**	**0**	**0**
44-00	Hwy 44 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
44-02	Davidson - Loreburn	44.0	191	3.06	4	0	0	4	1.31	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	201	2.37	5	1	0	6	2.53	1	0
44-04	Jct Hwy 45 - Dinsmore	28.3	108	1.12	6	0	0	6	5.38	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	187	2.76	5	4	0	9	3.27	5	0
44-06	S Jct Hwy 4 - Eston	54.0	329	6.49	7	1	0	8	1.23	3	0
44-07	Eston - Glidden	33.2	300	3.63	5	2	0	7	1.93	4	0
44-08	Glidden - Mantario	44.9	316	5.18	10	1	1	12	2.32	1	2
44-09	Mantario - Alsask	33.6	175	2.15	8	0	0	8	3.72	0	0
	Subtotal - Hwy 44	**310.9**		**26.75**	**62**	**9**	**1**	**72**	**2.69**	**14**	**2**

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
45-00	Hwy 45 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	325	2.19	3	1	0	4	1.83	1	0
45-02	Birsay - Jct Hwy 44	18.9	368	2.54	3	2	0	5	1.97	3	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	527	5.23	4	1	0	5	0.96	0	0
45-04	W Jct Hwy 15 - Delisle	49.7	632	11.46	20	0	0	20	1.74	0	0
	Subtotal - Hwy 45	**114.2**		**21.43**	**38**	**4**	**0**	**42**	**1.96**	**9**	**0**
46-01	Balgonie - Regina	19.7	4,074	29.34	36	9	0	45	1.53	17	0
47-00	Hwy 47 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0
47-01	U.S. Border - Estevan	15.3	643	3.59	3	1	0	4	1.11	1	0
47-02	Estevan - Stoughton	57.7	1,317	27.71	38	8	1	47	1.70	12	1
47-03	Stoughton - Jct Hwy 48	56.2	326	6.68	8	1	0	9	1.35	4	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	64	0.62	0	0	0	0	0.00	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	447	6.52	11	2	0	13	1.99	4	0
47-06	S Jct Hwy 22 - Melville	22.8	910	7.58	9	0	0	9	1.19	0	0
47-07	Melville - Willowbrook	30.0	286	3.14	4	0	0	4	1.28	0	0
47-08	Willowbrook - Springside	19.1	261	1.82	2	0	0	2	1.10	0	0
47-09	Springside - Buchanan	42.2	233	3.58	3	0	0	3	0.84	0	0
47-10	Buchanan - Preeceville	33.8	241	2.97	5	1	0	6	2.02	1	0
	Subtotal - Hwy 47	**343.5**		**64.22**	**121**	**13**	**1**	**135**	**2.10**	**22**	**1**
48-00	Hwy 48 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	336	2.32	4	0	0	4	1.72	0	0
48-02	Fairlight - S Jct Hwy 9	44.7	355	5.80	12	1	0	13	2.24	2	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	628	13.26	18	2	0	20	1.51	2	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	737	17.02	19	0	0	19	1.12	0	0
48-05	Jct Hwy 35 - White City	40.4	1,480	21.82	20	2	0	22	1.01	4	0
	Subtotal - Hwy 48	**225.3**		**60.22**	**87**	**5**	**0**	**92**	**1.53**	**8**	**0**
49-00	Hwy 49 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	490	4.54	3	0	0	3	0.66	0	0
49-02	Pelly - Stenen	33.8	761	9.37	13	3	0	16	1.71	4	0
49-03	Stenen - Okla	31.8	501	5.83	14	2	0	16	2.75	3	0
49-04	Okla - Kelvington	33.9	398	4.92	7	0	0	7	1.42	0	0
49-05	Kelvington - Jct Hwy 35	19.5	607	4.32	3	0	0	3	0.69	0	0
	Subtotal - Hwy 49	**144.4**		**28.99**	**49**	**5**	**0**	**54**	**1.86**	**7**	**0**
51-00	Hwy 51 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	393	8.98	22	2	0	24	2.67	2	0
51-02	Tramping Lake - Kerrobert	25.9	370	3.51	11	1	0	12	3.42	2	0
51-03	Kerrobert - Major	34.4	332	4.18	10	1	0	11	2.63	1	0
51-04	Major - Alberta Border	29.6	339	3.67	4	1	0	5	1.36	1	0
	Subtotal - Hwy 51	**152.7**		**20.33**	**54**	**5**	**0**	**59**	**2.90**	**6**	**0**
52-00	Hwy 52 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	944	7.43	6	1	0	7	0.94	2	0
52-02	Willowbrook - Jct Hwy 15	49.1	351	6.29	8	0	0	8	1.27	0	0
	Subtotal - Hwy 52	**70.7**		**13.72**	**18**	**1**	**0**	**19**	**1.38**	**2**	**0**
54-00	Hwy 54 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	1,887	11.98	26	2	1	29	2.42	3	1
	Subtotal - Hwy 54	**17.4**		**11.98**	**27**	**2**	**1**	**30**	**2.50**	**3**	**1**
55-00	Hwy 55 Section Not Known	0.0	0	0.00	95	2	0	97	0.00	3	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	70	0.98	5	0	0	5	5.11	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-03	S of Pakwaw L. - W of Crack. R.	29.5	192	2.07	9	2	0	11	5.32	2	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	368	4.93	8	2	0	10	2.03	2	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,361	14.06	23	4	0	27	1.92	8	0
55-06	Nipawin - White Fox	12.2	1,777	7.92	13	1	0	14	1.77	2	0
55-07	White Fox - Smeaton	50.4	935	17.19	38	1	0	39	2.27	2	0
55-08	Smeaton - Meath Park	36.6	1,142	15.26	22	4	0	26	1.70	8	0
55-09	Meath Park - Prince Albert	41.4	2,772	41.93	37	6	0	43	1.03	14	0
55-10	Shellbrook - Debden	49.3	1,403	25.25	43	3	0	46	1.82	3	0
55-11	Debden - Big River	38.4	963	13.51	26	2	0	28	2.07	2	0
55-12	Big River - Jct Hwy 124	48.4	356	6.28	25	4	0	29	4.62	4	0
55-13	Jct 124 - Green Lake	28.0	346	3.54	23	0	0	23	6.50	0	0
55-14	Green Lake - Meadow Lake	48.1	1,354	23.77	34	2	0	36	1.51	2	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	860	21.17	28	1	0	29	1.37	1	0
55-16	Peerless - Alberta Border	52.1	786	14.94	41	4	3	48	3.21	10	5
	Subtotal - Hwy 55	**605.1**		**212.79**	**470**	**38**	**3**	**511**	**2.40**	**63**	**5**
56-00	Hwy 56 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	812	6.24	4	1	0	5	0.80	1	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	711	5.23	14	0	0	14	2.68	0	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	885	3.66	2	1	1	4	1.09	1	1
	Subtotal - Hwy 56	**52.5**		**15.13**	**26**	**2**	**1**	**29**	**1.92**	**2**	**1**
57-01	Manitoba Border - Jct Hwy 5	19.3	518	3.64	14	3	0	17	4.67	6	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	120	1.56	10	0	0	10	6.39	0	0
58-02	Lafleche - Gravelbourg	19.7	630	4.53	5	0	0	5	1.10	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	166	1.92	3	0	0	3	1.56	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	44	0.59	1	0	0	1	1.71	0	0
	Subtotal - Hwy 58	**123.3**		**8.60**	**25**	**0**	**0**	**25**	**2.91**	**0**	**0**
60-01	Pike Lake - Saskatoon	23.9	1,300	11.35	30	4	0	34	3.00	7	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	569	6.52	14	0	1	15	2.30	0	1
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	194	2.51	0	0	0	0	0.00	0	0
	Subtotal - Hwy 80	**66.7**		**9.03**	**16**	**0**	**1**	**17**	**1.88**	**0**	**1**
99-10	Jct Hwy 6 - Craven	20.9	168	1.28	5	1	0	6	4.67	1	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
102-25	La Ronge - Sucker River	30.3	886	9.80	9	4	0	13	1.33	8	0
102-26	Sucker River - Otter Rapids	54.3	271	5.37	8	4	0	12	2.23	6	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.32	4	1	0	5	1.50	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	147	1.95	3	0	0	3	1.54	0	0
102-29	Waddy River Br - Southend	43.4	160	2.53	5	0	0	5	1.97	0	0
	Subtotal - Hwy 102	**216.4**		**22.99**	**36**	**9**	**0**	**45**	**1.96**	**15**	**0**
106-00	Hwy 106 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	406	10.01	8	3	0	11	1.10	4	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	308	7.53	2	1	0	3	0.40	1	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	320	9.57	4	1	0	5	0.52	4	0
106-04	Deschambault L. - Jct Hwy 135	40.6	337	5.00	0	3	0	3	0.60	5	0
106-05	Jct Hwy 135 - Flin Flon	68.0	385	9.55	6	2	0	8	0.84	4	0
	Subtotal - Hwy 106	**325.2**		**41.65**	**28**	**10**	**0**	**38**	**0.91**	**18**	**0**
120-00	Hwy 120 Section Not Known	0.0	0	0.00	6	0	0	8	0.00	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-01	Meath Park - Candle Lake	32.3	666	7.85	6	2	0	8	1.02	5	0
120-02	Candle Lake - Lower Fishing Lake	57.8	110	2.33	8	0	1	9	3.87	1	1
	Subtotal - Hwy 120	**90.1**		**10.17**	**22**	**2**	**1**	**25**	**2.46**	**6**	**1**
123-00	Hwy 123 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	301	4.59	4	0	0	4	0.87	0	0
123-02	Kennedy Cr. - Cumberland House	91.4	144	4.81	4	0	1	5	1.04	0	1
	Subtotal - Hwy 123	**133.2**		**9.41**	**9**	**0**	**1**	**10**	**1.06**	**0**	**1**
135-00	Hwy 135 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	256	4.75	7	3	0	10	2.10	10	0
135-02	Pelican Narrows - Sandy Bay	70.2	98	2.51	13	4	0	17	6.77	8	0
	Subtotal - Hwy 135	**121.1**		**7.26**	**22**	**7**	**0**	**29**	**3.99**	**18**	**0**
155-00	Hwy 155 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
155-01	Green Lake - Jct Hwy 101	94.5	443	15.28	48	11	0	59	3.86	18	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	419	15.48	10	5	0	15	0.97	8	0
155-03	Buffalo Narrows - La Loche	105.3	371	14.26	14	6	0	20	1.40	6	0
	Subtotal - Hwy 155	**301.0**		**45.02**	**84**	**22**	**0**	**106**	**2.35**	**32**	**0**
165-00	Hwy 165 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	40	1.38	6	1	0	7	5.07	1	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	183	3.71	3	1	0	4	1.08	4	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	92	1.87	1	0	0	1	0.53	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	209	5.04	4	0	0	4	0.79	0	0
	Subtotal - Hwy 165	**273.0**		**12.00**	**17**	**2**	**0**	**19**	**1.58**	**5**	**0**
167-00	Hwy 167 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.68	2	0	0	2	2.96	0	0
167-02	Denare Beach - Creighton	19.7	1,436	10.32	10	3	0	13	1.26	3	0
	Subtotal - Hwy 167	**49.0**		**11.00**	**13**	**3**	**0**	**16**	**1.45**	**3**	**0**
201-01	Broadview - Jct Hwy 247	19.2	406	2.85	5	1	0	6	2.11	4	0
202-01	Tuxford - Buffalo Pound Lake	15.5	245	1.39	4	0	0	4	2.88	0	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	570	0.87	3	0	0	3	3.45	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	718	1.89	0	0	0	0	0.00	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	576	2.55	4	1	0	5	1.96	1	0
	Subtotal - Hwy 210	**19.3**		**4.44**	**5**	**1**	**0**	**6**	**1.35**	**1**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	496	1.32	2	0	0	2	1.52	1	0
212-01	Duck Lake - Saskatchewan River	25.5	649	6.04	0	2	0	2	0.33	2	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	26	0	0	26	0.00	0	0
219-01	Danielson Provincial Park	1.6	110	0.07	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	201	1.78	4	1	0	5	2.81	1	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	477	6.62	13	1	0	14	2.12	1	0
219-04	White Cap FN. - Saskatoon	31.9	1,452	16.90	40	4	0	44	2.60	5	0
	Subtotal - Hwy 219	**95.9**		**25.36**	**83**	**6**	**0**	**89**	**3.51**	**7**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	194	1.59	3	0	0	3	1.88	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	1	0	2	4.68	1	0
224-01	Jct Hwy 4 - Goodsoil	47.2	88	1.51	3	0	0	3	1.98	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	321	4.31	8	2	0	10	2.32	3	0
229-00	Hwy 229 Section Not Known	16.6	217	1.32	1	0	0	1	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	6.6	165	0.40	1	0	0	1	2.53	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	208	0.50	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**13.1**		**0.89**	**2**	**0**	**0**	**2**	**2.24**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	174	2.55	5	1	0	6	2.35	1	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	248	4.51	10	0	0	10	2.22	0	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	179	1.48	4	1	0	5	3.38	1	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	97	0.28	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	85	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.4**		**0.36**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-00	Hwy 263 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
263-01	Jct Hwy 2 - P.A. National Park	18.1	988	6.53	16	3	0	19	2.91	6	0
	Subtotal - Hwy 263	**18.1**	**988**	**6.53**	**19**	**3**	**0**	**22**	**2.91**	**6**	**0**
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	3	0	0	3	1.45	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	377	3.97	13	0	0	13	3.28	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.6	183	2.92	5	0	0	5	1.71	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	120	0.42	1	1	0	2	4.79	1	0
	Subtotal - Hwy 271	**53.2**		**3.34**	**8**	**1**	**0**	**9**	**2.70**	**1**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	172	1.34	1	0	0	1	0.75	0	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	5	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	435	6.10	10	2	0	12	1.97	2	0
302-02	Prince Albert - 30 Km West	26.9	505	4.95	11	3	0	14	2.83	3	0
	Subtotal - Hwy 302	**65.3**		**11.06**	**26**	**5**	**0**	**31**	**2.80**	**5**	**0**
303-00	Hwy 303 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,030	8.63	6	0	0	6	0.70	0	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	1,682	28.01	18	4	0	22	0.79	6	0
	Subtotal - Hwy 303	**68.6**		**36.64**	**31**	**4**	**0**	**35**	**0.96**	**6**	**0**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	676	12.02	26	4	0	30	2.50	6	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
305-01	Warman - Jct Hwy 12	6.5	1,830	4.37	5	0	0	5	1.14	0	0
305-02	Jct Hwy 12 - Langham	20.6	732	5.51	9	0	0	9	1.63	0	0
	Subtotal - Hwy 305	**27.2**		**9.88**	**16**	**0**	**0**	**16**	**1.62**	**0**	**0**
306-00	Hwy 306 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.0	43	0.61	1	0	0	1	1.65	0	0
306-02	Riceton - Jct Hwy 6	27.8	183	1.86	3	0	0	3	1.61	0	0
	Subtotal - Hwy 306	**66.8**		**2.47**	**6**	**0**	**0**	**6**	**2.43**	**0**	**0**
307-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	290	1.88	1	1	0	2	1.06	1	0
307-02	Smiley - Jct Hwy 21	29.3	409	4.37	5	0	0	5	1.14	0	0
	Subtotal - Hwy 307	**47.1**		**6.25**	**6**	**1**	**0**	**7**	**1.12**	**1**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	235	1.27	1	0	0	1	0.79	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
309-01	Ebenezer - Rhein	18.4	422	2.83	3	0	0	3	1.06	0	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
310-01	Balcarres - Ituna	43.3	452	7.14	7	1	0	8	1.12	2	0
310-03	Jct Hwy 52 - Foam Lake	50.9	122	2.27	3	0	0	3	1.32	0	0
310-04	Foam Lake - Kuroki	30.4	364	4.03	6	1	0	7	1.74	1	0
	Subtotal - Hwy 310	**124.5**		**13.44**	**24**	**2**	**0**	**26**	**1.93**	**3**	**0**
312-00	Hwy 312 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
312-01	Wakaw - Rosthern	41.1	464	6.97	14	0	0	14	2.01	0	0
312-02	Rosthern - Jct Hwy 12	36.9	716	9.64	8	3	0	11	1.14	4	0
	Subtotal - Hwy 312	**78.0**		**16.61**	**27**	**3**	**0**	**30**	**1.81**	**4**	**0**
316-01	Clavet - Hwy 5	16.0	429	2.50	5	0	0	5	2.00	0	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	186	3.18	3	0	0	3	0.94	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	224	3.65	5	1	0	6	1.65	1	0
	Subtotal - Hwy 317	**91.5**		**6.83**	**10**	**1**	**0**	**11**	**1.61**	**1**	**0**
318-01	Carnduff - Alida	27.8	292	2.96	4	0	0	4	1.35	0	0
320-01	Jct Hwy 20 - Domremy	26.3	121	1.16	3	0	0	3	2.59	0	0
321-01	Liebenthal - Alberta Border	33.2	410	4.96	8	1	1	10	2.02	1	1
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	417	4.45	10	0	0	10	2.25	0	0
324-01	Jct Hwy 378 - Mayfair	18.6	108	0.73	1	0	0	1	1.36	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	221	3.55	7	0	0	7	1.97	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	120	2.74	3	1	0	4	1.46	1	0
334-02	Avonlea - Corinne	33.9	393	4.86	8	0	0	8	1.65	0	0
	Subtotal - Hwy 334	**96.3**		**7.59**	**13**	**1**	**0**	**14**	**1.84**	**1**	**0**
335-00	Hwy 335 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	463	3.59	3	0	0	3	0.84	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	405	4.34	3	0	0	3	0.69	0	0
	Subtotal - Hwy 335	**50.6**		**7.93**	**8**	**0**	**0**	**8**	**1.01**	**0**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	276	5.05	6	0	0	6	1.19	0	0
340-01	Radisson - Hafford	30.6	420	4.69	10	0	0	10	2.13	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	273	1.18	3	0	0	3	2.55	0	0
342-02	Beechy - Clearwater Lake	43.9	164	2.62	4	1	0	5	1.91	1	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	187	0.46	3	0	0	3	6.54	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	161	1.83	3	0	0	3	1.64	0	0
342-05	Lacadena - Jct Hwy 44	29.7	78	0.85	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	**123.3**		**6.94**	**23**	**1**	**0**	**24**	**3.46**	**1**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	201	2.42	4	1	0	5	2.07	1	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	220	1.86	1	0	0	1	0.54	0	0
349-11	Jct Hwy 35 - Naicam	32.6	349	4.14	3	2	0	5	1.21	2	0
	Subtotal - Hwy 349	**55.7**		**6.00**	**6**	**2**	**0**	**8**	**1.33**	**2**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	96	0.57	1	0	0	1	1.74	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
354-01	Bethune - Dilke	20.6	299	2.25	1	1	0	2	0.89	1	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	297	3.04	2	2	0	4	1.32	2	0
355-02	Spruce Home - 11 km West	17.4	756	4.81	7	2	0	9	1.87	5	0
	Subtotal - Hwy 355	**45.5**		**7.85**	**10**	**4**	**0**	**14**	**1.78**	**7**	**0**
357-01	Togo - Jct Hwy 8	20.4	140	1.04	3	2	0	5	4.79	3	0
358-01	Wood Mountain - Limerick	42.6	194	3.01	10	2	0	12	3.99	2	0
361-00	Hwy 361 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	60	0.41	2	0	0	2	4.84	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	144	2.50	7	0	0	7	2.80	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	427	8.16	18	0	0	18	2.21	0	0
	Subtotal - Hwy 361	**118.9**		**11.08**	**33**	**0**	**0**	**33**	**2.98**	**0**	**0**
363-00	Hwy 363 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
363-01	Moose Jaw - Courval	70.6	311	8.01	10	3	1	14	1.75	3	1
363-02	Courval - Hodgeville	57.5	102	2.14	5	2	0	7	3.27	2	0
363-03	Hodgeville - Jct Hwy 4	69.9	230	5.87	16	1	0	17	2.90	1	0
	Subtotal - Hwy 363	**198.0**		**16.02**	**38**	**6**	**1**	**45**	**2.81**	**6**	**1**
364-01	Balgonie - Edgeley	37.3	502	6.83	9	1	0	10	1.46	2	0
365-01	Watrous - Plunkett	35.3	333	4.30	9	0	0	9	2.09	0	0
367-01	Eyebrow - Jct Hwy 19	23.8	195	1.70	4	0	0	4	2.36	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
368-01	Muenster - St. Brieux	56.5	422	8.70	12	5	0	17	1.95	13	0
368-02	St. Brieux - Beatty	33.4	636	7.75	6	1	0	7	0.90	1	0
	Subtotal - Hwy 368	**89.9**		**16.44**	**23**	**6**	**0**	**29**	**1.76**	**14**	**0**
369-01	Jct Hwy 10 - Togo	20.6	58	0.44	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	257	3.89	11	1	0	12	3.09	1	0
373-01	Jct Hwy 42 - Birsay	14.0	163	0.83	1	0	0	1	1.20	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	120	2.20	3	0	0	3	1.37	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	237	2.55	3	1	0	4	1.57	2	0
376-02	Arelee - Sonningdale	26.1	84	0.80	0	1	0	1	1.25	2	0
376-03	Sonningdale - Maymont	21.4	198	1.54	5	0	0	5	3.24	0	0
376-04	Maymont - Jct Hwy 40	18.0	138	0.90	3	0	0	3	3.32	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	41	0.39	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**6.19**	**16**	**2**	**0**	**18**	**2.91**	**4**	**0**
377-01	Radville - Ceylon	22.9	317	2.64	9	1	0	10	3.79	1	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	236	5.78	11	0	0	11	1.90	0	0
378-02	Rabbit Lake - Spiritwood	41.6	252	3.82	12	1	0	13	3.40	1	0
	Subtotal - Hwy 378	**108.6**		**9.60**	**23**	**1**	**0**	**24**	**2.50**	**1**	**0**
379-01	McMahon - Wymark	18.4	270	1.81	1	0	0	1	0.55	0	0
381-01	MacNutt - Jct Hwy 8	24.6	79	0.71	1	0	0	1	1.41	0	0
397-01	Allan - Elstow	12.4	760	3.44	3	0	0	3	0.87	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
903-00	Hwy 903 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	237	4.35	16	2	0	18	4.14	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	168	3.39	5	0	0	5	1.47	0	0
903-03	Jct Hwy 965 - End	73.6	55	1.48	4	0	0	4	2.70	0	0
	Subtotal - Hwy 903	**179.2**		**9.23**	**32**	**2**	**0**	**34**	**3.69**	**2**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	101	1.11	5	1	0	6	5.38	1	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	55	1.36	2	0	0	2	1.47	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	40	1.16	1	1	0	2	1.73	1	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	55	1.79	1	1	0	2	1.11	1	0
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	2	0	0	2	2.79	0	0
905-05	Points North - Hawk Rock River	78.3	40	1.14	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	40	1.56	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	2	1	0	3	2.81	2	0
	Subtotal - Hwy 905	**475.6**		**8.80**	**15**	**3**	**0**	**11**	**1.25**	**4**	**0**
907-01	Jct Hwy 165 - Burnoff Farm	5.5	20	0.04	2	0	0	2	49.81	0	0
908-01	Jct Hwy 155 - End	20.6	340	2.56	2	1	0	3	1.17	1	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	1	1	0	2	0.83	1	0
910-01	Jct Hwy 165 - End	34.1	56	0.69	2	0	0	2	2.90	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.59	3	1	0	4	2.51	1	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.26	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**102.0**		**0.41**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	46	0.68	3	1	0	4	5.85	2	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**65.2**		**0.97**	**3**	**1**	**0**	**4**	**4.13**	**2**	**0**
914-00	Hwy 914 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	106	1.93	2	1	0	3	1.55	1	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	30	2.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 914	**269.5**		**4.45**	**5**	**1**	**0**	**6**	**1.35**	**1**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	150	1.96	9	2	0	11	5.61	5	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	35	0.53	1	0	0	1	1.90	0	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	45	0.80	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	56	0.42	1	0	0	1	2.41	0	0
	Subtotal - Hwy 913	**110.5**		**1.74**	**2**	**0**	**0**	**2**	**1.15**	**0**	**0**
917-01	Jct Hwy 916 - End	26.5	9	0.08	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN. Bdry - End)	92.4	71	2.39	5	1	0	6	2.52	3	0
919-01	Jct Hwy 21 - Cold River	20.9	34	0.26	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	52	0.67	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**55.7**		**0.92**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	70	0.09	0	0	0	0	0.00	0	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
920-04	Jct Hwy 932 - Jct Hwy 933	0.0	0	0.00	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	**3.5**		**0.09**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
922-00	Hwy 922 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	67	0.75	2	0	0	2	2.65	0	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	25	0.55	3	0	0	3	5.41	0	0
	Subtotal - Hwy 922	**92.2**		**1.31**	**6**	**0**	**0**	**6**	**8.07**	**0**	**0**
923-01	Jct Hwy 922 - End	22.8	20	0.17	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore Lake	65.3	45	1.07	8	1	0	9	8.43	3	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	148	3.17	9	0	0	9	2.84	0	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	1	1	1	3	5.84	1	1
	Subtotal - Hwy 925	**81.0**		**3.68**	**12**	**1**	**1**	**14**	**3.80**	**1**	**1**
926-01	Jct Hwy 120 - Jct Hwy 969	75.5	31	0.86	1	0	0	1	1.16	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	12.5	25	0.11	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	0.0	0	0.00	0	2	0	2	0.00	3	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	0.0	0	0.00	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	80	0.24	0	0	0	0	0.00	0	0
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	42.2	11	0.16	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	20	0.30	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	0.0	0	0.00	1	0	0	1	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	61	1.24	0	0	0	0	0.00	0	0
943-00	Hwy 943 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	30	0.30	0	0	0	0	0.00	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	14	0.17	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	**62.2**		**0.47**	**2**	**0**	**0**	**2**	**4.22**	**0**	**0**
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	44	0.47	3	0	0	3	6.41	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	15	0.12	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	0	0	0	0	0.00	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	242	2.30	1	0	0	1	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	179	2.11	1	0	0	1	0.47	0	0
954-01	Jct Hwy 26 - End	12.2	242	1.08	1	0	0	1	0.93	0	0
955-04	La Loche - Cluff Lake	244.9	51	4.54	3	1	0	4	0.88	4	0

2005 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
956-01	Jct Hwy 155 - Alberta Border	53.9	28	0.55	2	1	0	3	5.41	2	0
962-01	Eldorado - Uranium City	8.4	150	0.46	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	177	3.02	6	1	0	7	2.32	1	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	240	1.31	1	0	0	1	0.76	0	0
969-02	Jct Hwy 930 - Jcy Hwy 165	100.2	50	1.83	0	1	0	1	0.55	1	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	0	1	0		0.00	1	0
	Subtotal - Hwy 969	**153.5**		**3.14**	**2**	**2**	**0**	**4**	**1.28**	**2**	**0**
980-02	83.20 Km S of Armit Jct Hwy 3	84.0	20	0.62	1	0	0	1	1.60	0	0
981-01	Jct Hwy 980 - End	26.5	5	0.05	0	0	0	0	0.00	0	0
982-00	Hwy 982 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	28	0.31	0	0	0	0	0.00	0	0
	Subtotal - Hwy 969	**57.4**		**0.57**	**1**	**0**	**0**	**1**	**1.77**	**0**	**0**
983-00	Hwy 983 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	28	0.31	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	2	1	0	3	15.63	1	0
	Subtotal - Hwy 983	**57.0**		**0.50**	**3**	**1**	**0**	**4**	**7.98**	**1**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	39	0.20	1	0	0	1	5.10	0	0
995-00	Hwy 995 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Other*				51	9	0	60		10	0
GRAND TOTAL		**22,501**		**7,789**	**9,702**	**1,132**	**79**	**10,913**		**1,762**	**95**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification	Collisions				Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Major Arterial	3,046	552	45	3,643	885	56
Minor Arterial	2,724	316	19	3,059	478	24
Collector	1,683	193	14	1,890	304	14
Local	358	56	1	415	78	1
Not Stated	1891	15	0	1906	17	0
TOTAL	**9,702**	**1,132**	**79**	**10,913**	**1,762**	**95**

2005 Traffic Collision Statistics
Urban communities with a population of 5,000 or more

Figure 11.3

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Estevan	10,793	262	28	0	290	2.69	38	0
Humboldt	5,608	104	8	1	113	2.01	8	1
Lloydminster	9,763	320	77	0	397	4.07	104	0
Martensville	5,120	41	7	0	48	0.94	8	0
Meadow Lake	6,648	123	6	0	129	1.94	6	0
Melfort	5,890	83	12	0	95	1.61	13	0
Moose Jaw	34,857	928	166	4	1,098	3.15	232	4
Nipawin	5,176	86	9	0	95	1.84	11	0
North Battleford	15,380	403	70	1	474	3.08	99	1
Prince Albert	41,070	1026	179	1	1,206	2.94	243	1
Regina	187,772	6,426	1,227	6	7,659	4.08	1,588	7
Saskatoon	212,593	9,567	1,308	6	10,881	5.12	1,660	6
Swift Current	16,130	376	61	0	437	2.71	87	0
Weyburn	10,088	189	15	0	204	2.02	22	0
Yorkton	17,261	365	75	0	440	2.55	99	0
Total	**584,149**	**20,299**	**3,248**	**19**	**23,566**	**4.03**	**4,218**	**20**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Humboldt	Mr. Rod Halyk	(306) 682-2221
Lloydminster	Mr. Adam Homes	(780) 875-2302
Melfort	Mr. Grafield Hnatiuk	(306) 752-5911
Melville	Mr. Owen Green	(306) 728-6865
Moose Jaw	Mr. Ryan Johnson	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Ms. Keri Sapsford	(306) 953-4900
Regina	Ms. Kelly Wyatt	(306) 777-7487
Saskatoon	Ms. Lee Thomas	(306) 975-2642
Swift Current	Mr. Trevor Feicht	(306) 778-2777
Weyburn	Mr. Blaine Frank	(306) 848-3230
Yorkton	Mr. Max Zasada	(306) 786-1733

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation Depatment.

2005 Pedestrian Collisions

Figure 11.4

In Urban Communities with a Population of 5,000 or More

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	0	1	1	0
Humboldt	1	0	1	1	0
Lloydminster	9	0	9	9	0
Martensville	0	0	0	0	0
Meadow Lake	1	0	1	1	0
Melfort	1	0	1	1	0
Moose Jaw	10	2	12	11	2
Nipawin	4	0	4	4	0
North Battleford	10	1	11	11	1
Prince Albert	19	0	19	20	0
Regina	97	2	99	103	2
Saskatoon	110	0	110	116	0
Swift Current	2	0	2	2	0
Weyburn	1	0	1	1	0
Yorkton	5	0	5	5	0
Total	**271**	**5**	**276**	**286**	**5**

2005 Bicycle Collisions

Figure 11.5

In Urban Communities with a Population of 5,000 or More

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	3	0	4	3	0
Humboldt	0	1	0	1	1	0
Lloydminster	0	1	0	1	1	0
Martensville	0	0	0	0	0	0
Meadow Lake	0	0	0	0	0	0
Melfort	1	1	0	2	1	0
Moose Jaw	1	7	0	8	7	0
Nipawin	0	1	0	1	1	0
North Battleford	0	1	0	1	1	0
Prince Albert	5	7	0	12	9	0
Regina	11	55	0	66	57	0
Saskatoon	35	63	0	98	64	0
Swift Current	0	1	0	1	3	0
Weyburn	0	1	0	1	1	0
Yorkton	0	4	0	4	4	0
Total	**54**	**146**	**0**	**200**	**153**	**0**

2005 Alcohol-Involved Collisions

Figure 11.6

In Urban Communities with a Population of 5,000 or More

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	6	2	0	8	2	0
Humboldt	0	0	0	0	0	0
Lloydminster	9	3	0	12	3	0
Martensville	0	1	0	1	1	0
Meadow Lake	0	0	0	0	0	0
Melfort	0	0	0	0	0	0
Moose Jaw	27	14	1	42	28	1
Nipawin	2	0	0	2	0	0
North Battleford	13	7	1	21	9	1
Prince Albert	33	17	1	51	22	1
Regina	166	87	1	254	123	2
Saskatoon	200	55	0	255	85	0
Swift Current	8	3	0	11	5	0
Weyburn	5	0	0	5	0	0
Yorkton	4	1	0	5	5	0
Total	**473**	**190**	**4**	**667**	**283**	**5**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2005 Collision Frequency

Figure 11.7

Saskatoon	Traffic Control	Collisions 2003	2004	2005	Collisions/ 10 mil veh*
Warman Rd & Lenore Dr	Traffic Signals	87	75	89	44.50
Ave C & Circle Dr	Traffic Signals	58	61	65	35.33
Preston Ave & College Dr	Traffic Signals	40	47	62	39.14
Central Ave & Attridge Dr	Traffic Signals	53	38	62	39.23
33rd St & Idylwyld Dr	Traffic Signals	49	39	60	32.11
Idylwyld Dr & 22nd St	Traffic Signals	50	41	57	27.30
*College Dr & Circle Dr (East)	Traffic Signals	30	42	53	27.09
Millar Ave & Circle Dr	Traffic Signals	44	48	52	24.86
22nd St & Diefenbaker Dr	Traffic Signals	60	53	52	37.99
Millar Ave & 51st St	Traffic Signals	55	28	48	28.10
8th St & Cumberland Ave	Traffic Signals	23	18	47	30.59
8th St & Preston Ave	Traffic Signals	42	35	46	25.72
Ave P & 22nd St	Traffic Signals	41	39	44	24.45
McKercher Dr & 8th St	Traffic Signals	52	38	41	32.84
22nd St & Confederation/Fairlight Dr	Traffic Signals	45	43	36	20.76
Regina					
Dewdney Ave & Lewvan Dr	Traffic Signals	44	55	36	20.71
9th Ave N & McCarthy Blvd	Traffic Signals	38	37	35	33.05
Victoria Ave & Fleet St & University Pk Dr	Traffic Signals	46	38	34	17.30
4th Ave & Lewvan Dr	Traffic Signals	42	44	34	20.94
13th Ave & Lewvan Dr	Traffic Signals	19	22	33	26.81
Albert St & Saskatchewan Dr	Traffic Signals	62	39	32	16.50
Albert St & Dewdney Ave	Traffic Signals	27	32	32	17.08
Arcola Ave E & Park St	Traffic Signals	15	23	32	24.64
Lewvan Dr & Sherwood Dr / Pasqua St	Traffic Signals	20	20	31	22.38
Arcola Ave E & University Pk Dr	Traffic Signals	40	40	30	19.52
1st Ave N & Lewvan Dr	Traffic Signals	16	20	30	19.97
Albert St & 1st Ave N / Avonhurst Dr	Traffic Signals	21	25	29	17.69
Park St & Victoria Ave E	Traffic Signals	27	43	28	17.15
Prince Of Wales Dr & Victoria Ave	Traffic Signals	37	20	28	15.80
Saskatchewan Dr & Winnipeg St	Traffic Signals	29	26	28	26.61
Prince Albert					
2nd Ave W & 15th St	Traffic Signals	35	29	31	22.81
6th Ave E & 15th St	Traffic Signals	23	34	31	24.47
6th Ave E & 22nd St	Traffic Signals	6	20	19	22.56
6th Ave E & 28th St	Traffic Signals	13	13	15	14.63
2nd Ave W & Marquis Rd	Traffic Signals	26	12	15	15.68
15th Ave E & 15th St	Traffic Signals	3	9	12	24.85
2nd Ave W & 28th St	Traffic Signals	15	20	10	8.29
Central Ave & 28th St	Traffic Signals	8	10	10	15.77
6th Ave E & Marquis Rd	Traffic Signals	10	15	10	9.78
1st Ave W & 22nd St	No Controls	6	8	9	47.06
Central Ave & 15th St	Traffic Signals	9	12	8	8.55
1st Ave E & 12th St	Traffic Signals	4	8	8	17.55
2nd Ave W & 12th St	Traffic Signals	7	15	7	9.83
1st Ave E & 15th St	Traffic Signals	8	12	7	9.40
2nd Ave W & 32nd St	Traffic Signals	11	5	7	7.90

* Under construction during 2005. Detours and lane narrowing contributed to collision counts.

* Collisions per 10 million vehicles travelling through the location

2005 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll / 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	772	3	0	0	3	0.39	0	0
Air Ronge	1,676	5	2	1	8	0.48	2	1
Alameda	373	1	0	0	1	0.27	0	0
Allan	788	2	0	0	2	0.25	0	0
Annaheim	284	2	0	0	2	0.70	0	0
Arborfield	394	6	0	0	6	1.52	0	0
Archerwill	345	2	0	0	2	0.58	0	0
Arcola	589	4	1	0	5	0.85	1	0
Asquith	816	5	0	0	5	0.61	0	0
Assiniboia	2,675	39	4	0	43	1.61	6	0
Avonlea	449	2	0	0	2	0.45	0	0
Balcarres	618	11	1	0	12	1.94	2	0
Balgonie	1,646	13	2	0	15	0.91	2	0
Battleford	4,133	31	3	0	34	0.82	3	0
Beauval	1,082	2	1	0	3	0.28	1	0
Beechy	338	2	1	0	3	0.89	1	0
Bengough	470	5	0	0	5	1.06	0	0
Bethune	432	1	0	0	1	0.23	0	0
Bienfait	985	3	0	0	3	0.30	0	0
Big River	1,150	11	6	0	17	1.48	13	0
Biggar	2,410	30	6	0	36	1.49	6	0
Birch Hills	1,235	6	3	0	9	0.73	3	0
Bjorkdale	342	3	0	0	3	0.88	0	0
Blaine Lake	571	4	1	0	5	0.88	1	0
Borden	397	3	0	0	3	0.76	0	0
Bredenbury	436	8	0	0	8	1.83	0	0
Broadview	626	3	2	0	5	0.80	2	0
Bruno	640	3	0	0	3	0.47	0	0
Buena Vista	447	3	0	0	3	0.67	0	0
Buffalo Narrows	1,368	8	5	0	13	0.95	9	0
Burstall	409	2	0	0	2	0.49	0	0
Bushell Park	313	0	0	0	0	0.00	0	0
Cabri	534	7	0	0	7	1.31	0	0
Candle Lake	588	11	4	0	15	2.55	4	0
Canoe Narrows	767	2	0	0	2	0.26	0	0
Canora	2,406	26	2	0	28	1.16	2	0
Canwood	507	4	0	0	4	0.79	0	0
Canevale	302	3	0	0	3	0.99	0	0
Carlyle	1,455	32	3	0	35	2.41	4	0
Carnduff	1,091	22	0	0	22	2.02	0	0
Caronport	1,291	3	0	0	3	0.23	0	0
Carrot River	1,298	10	0	0	10	0.77	0	0
Central Butte	489	3	0	0	3	0.61	0	0
Chaplin	313	2	0	0	2	0.64	0	0
Choiceland	468	2	0	0	2	0.43	0	0
Churchbridge	848	3	0	0	3	0.35	0	0
Clavet	643	1	0	0	1	0.16	0	0
Cochin	288	2	0	1	3	1.04	0	2
Codette	304	0	0	0	0	0.00	0	0
Coleville	320	4	0	0	4	1.25	0	0
Colonsay	508	7	0	0	7	1.38	0	0
Coronach	841	1	1	0	2	0.24	1	0
Craik	482	1	0	0	1	0.21	0	0
Craven	696	2	0	0	2	0.29	0	0
Creighton	1,768	13	3	0	16	0.90	3	0

2005 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll / 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Cudworth	841	8	0	0	8	0.95	0	0
Cumberland House	1,230	7	1	0	8	0.65	1	0
Cupar	652	4	1	0	5	0.77	3	0
Cut Knife	576	6	0	0	6	1.04	0	0
Dalmeny	1,775	6	0	0	6	0.34	0	0
Davidson	1,153	12	2	0	14	1.21	4	0
Debden	514	7	0	0	7	1.36	0	0
Delisle	1,219	5	0	0	5	0.41	0	0
Denare Beach	773	3	0	0	3	0.39	0	0
Dillon	704	7	0	0	7	0.99	0	0
Dinsmore	361	2	0	0	2	0.55	0	0
Dodsland	252	7	0	0	7	2.78	0	0
Domremy	258	1	0	0	1	0.39	0	0
Duck Lake	456	8	2	0	10	2.19	3	0
Dundurn	1,109	2	1	0	3	0.27	1	0
Dysart	291	1	0	0	1	0.34	0	0
Earl Grey	345	2	0	0	2	0.58	0	0
Eastend	659	4	0	0	4	0.61	0	0
Eatonia	595	7	0	0	7	1.18	0	0
Edam	481	1	1	0	2	0.42	5	0
Edenwold	303	1	1	0	2	0.66	1	0
Elbow	368	1	0	0	1	0.27	0	0
Elrose	559	4	0	0	4	0.72	0	0
Englefeld	275	3	0	0	3	1.09	0	0
Esterhazy	2,648	30	2	0	32	1.21	3	0
Eston	1,093	16	2	0	18	1.65	3	0
Fillmore	253	3	0	0	3	1.19	0	0
Flin Flon	305	10	0	0	10	3.28	0	0
Foam Lake	1,243	8	0	0	8	0.64	0	0
Fond Du Lac	677	2	0	0	2	0.30	0	0
Fort Qu'Appelle	2,368	46	4	0	50	2.11	8	0
Fox Valley	395	4	0	0	4	1.01	0	0
Frontier	480	4	0	0	4	0.83	0	0
Gainsborough	278	2	1	0	3	1.08	1	0
Glaslyn	456	4	1	0	5	1.10	2	0
Goodsoil	439	4	1	0	5	1.14	1	0
Govan	308	1	0	0	1	0.32	0	0
Gravelbourg	1,281	13	1	0	14	1.09	1	0
Green Lake	579	2	2	0	4	0.69	2	0
Grenfell	1,087	11	3	0	14	1.29	3	0
Gull Lake	1,192	12	0	0	12	1.01	0	0
Hafford	446	2	0	0	2	0.45	0	0
Hague	1,154	7	1	0	8	0.69	2	0
Hanley	610	2	0	0	2	0.33	0	0
Harris	267	3	0	0	3	1.12	0	0
Hepburn	665	0	0	0	0	0.00	0	0
Herbert	799	2	0	0	2	0.25	0	0
Hodgeville	275	1	0	0	1	0.36	0	0
Hudson Bay	2,300	33	2	0	35	1.52	2	0
Ile A La Crosse	1,550	8	8	0	16	1.03	14	0
Imperial	384	2	0	0	2	0.52	0	0
Indian Head	1,909	30	2	0	32	1.68	2	0
Invermay	305	4	0	0	4	1.31	0	0
Ituna	777	9	0	0	9	1.16	0	0
Kamsack	1,957	25	3	0	28	1.43	3	0

2005 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll / 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Kelliher	358	1	0	0	1	0.28	0	0
Kelvington	1,072	7	0	0	7	0.65	0	0
Kenaston	410	4	1	0	5	1.22	1	0
Kennedy	280	5	0	0	5	1.79	0	0
Kenosee Lake	306	5	0	0	5	1.63	0	0
Kerrobert	1,103	18	1	0	19	1.72	1	0
Kindersley	4,825	93	9	0	102	2.11	13	0
Kinistino	732	8	0	0	8	1.09	0	0
Kipling	1,116	19	1	0	20	1.79	1	0
Kyle	504	2	0	0	2	0.40	0	0
La Loche	2,938	18	12	0	30	1.02	12	0
La Ronge	4,846	36	2	0	38	0.78	4	0
Lafleche	510	2	0	0	2	0.39	0	0
Laird	264	0	0	0	0	0.00	0	0
Lake Lenore	395	4	0	0	4	1.01	0	0
Lampman	722	7	0	0	7	0.97	0	0
Langenburg	1,134	13	1	0	14	1.23	2	0
Langham	1,450	4	1	0	5	0.34	3	0
Lanigan	1,413	12	2	0	14	0.99	2	0
Lashburn	1,109	9	0	0	9	0.81	0	0
Leader	957	11	2	0	13	1.36	3	0
Leask	426	3	1	0	4	0.94	1	0
Lebret	348	0	0	0	0	0.00	0	0
Lemberg	339	4	0	0	4	1.18	0	0
Leoville	410	4	0	0	4	0.98	0	0
Leroy	453	1	0	0	1	0.22	0	0
Lipton	395	0	0	0	0	0.00	0	0
Loon Lake	412	10	0	0	10	2.43	0	0
Lucky Lake	409	1	0	0	1	0.24	0	0
Lumsden	2,024	19	2	0	21	1.04	2	0
Luseland	647	7	0	0	7	1.08	0	0
Macklin	1,469	7	1	0	8	0.54	1	0
Maidstone	1,249	18	1	0	19	1.52	1	0
Mankota	283	2	0	0	2	0.71	0	0
Manor	343	4	0	0	4	1.17	0	0
Maple Creek	2,624	32	4	0	36	1.37	5	0
Marsden	365	1	1	0	2	0.55	1	0
Marshall	765	3	0	0	3	0.39	0	0
Maryfield	365	5	0	0	5	1.37	0	0
Mclean	351	1	0	0	1	0.28	0	0
Meath Park	346	1	0	0	1	0.29	0	0
Melville	4,531	70	13	0	83	1.83	14	0
Meota	483	0	0	0	0	0.00	0	0
Midale	586	3	0	0	3	0.51	0	0
Middle Lake	371	2	0	0	2	0.54	0	0
Milestone	639	8	2	0	10	1.56	5	0
Montmartre	500	7	0	0	7	1.40	0	0
Moosomin	2,526	23	2	1	26	1.03	2	1
Morse	284	3	0	0	3	1.06	0	0
Mortlach	350	1	0	0	1	0.29	0	0
Mossbank	394	1	0	0	1	0.25	0	0
Muenster	431	2	1	0	3	0.70	1	0
Naicam	872	8	2	0	10	1.15	4	0
Neilburg	534	2	0	0	2	0.37	0	0
Neudorf	317	3	0	0	3	0.95	0	0

2005 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll / 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Nokomis	450	9	0	0	9	2.00	0	0
Norquay	609	5	0	1	6	0.99	0	1
Odessa	305	1	0	0	1	0.33	0	0
Ogema	365	5	0	0	5	1.37	0	0
Osler	1,176	5	1	0	6	0.51	1	0
Outlook	2,348	31	4	0	35	1.49	4	0
Oxbow	1,294	13	4	0	17	1.31	7	0
Pangman	273	0	0	0	0	0.00	0	0
Paradise Hill	640	4	0	0	4	0.63	0	0
Patuanak	332	0	0	0	0	0.00	0	0
Pelican Narrows	1,741	7	2	0	9	0.52	3	0
Pelly	348	2	0	0	2	0.57	0	0
Pense	581	1	0	0	1	0.17	0	0
Perdue	511	2	1	0	3	0.59	1	0
Pierceland	687	5	2	0	7	1.02	2	0
Pilot Butte	2,207	7	0	0	7	0.32	0	0
Pinehouse Lake	1,075	2	1	0	3	0.28	1	0
Ponteix	627	3	0	0	3	0.48	0	0
Porcupine Plain	1,064	9	1	0	10	0.94	4	0
Preeceville	1,262	17	1	0	18	1.43	1	0
Prud'Homme	263	0	0	0	0	0.00	0	0
Qu'Appelle	757	5	0	0	5	0.66	0	0
Quill Lake	572	3	1	0	4	0.70	1	0
Radisson	484	1	0	0	1	0.21	0	0
Radville	796	11	0	0	11	1.38	0	0
Raymore	721	10	1	0	11	1.53	2	0
Redvers	991	14	1	0	15	1.51	1	0
Regina Beach	1,271	15	2	0	17	1.34	3	0
Rocanville	990	10	0	0	10	1.01	0	0
Rockglen	468	3	0	0	3	0.64	0	0
Rose Valley	423	4	1	0	5	1.18	2	0
Rosetown	2,611	48	3	0	51	1.95	3	0
Rosthern	1,576	14	4	0	18	1.14	6	0
Rouleau	489	3	0	0	3	0.61	0	0
Saltcoats	582	3	0	0	3	0.52	0	0
Sandy Bay	1,253	6	0	0	6	0.48	0	0
Sedley	378	1	0	0	1	0.26	0	0
Semans	260	1	0	0	1	0.38	0	0
Shaunavon	2,043	33	2	0	35	1.71	4	0
Shell Lake	373	3	0	0	3	0.80	0	0
Shellbrook	1,590	30	1	0	31	1.95	1	0
Silton	433	0	0	0	0	0.00	0	0
Southend	539	4	1	0	5	0.93	3	0
Southey	959	6	0	0	6	0.63	0	0
Spalding	308	4	0	0	4	1.30	0	0
Spiritwood	1,212	13	1	0	14	1.16	2	0
Springside	578	1	0	0	1	0.17	0	0
St Brieux	562	7	0	0	7	1.25	0	0
St Louis	547	3	0	0	3	0.55	0	0
St Walburg	850	3	0	0	3	0.35	0	0
Stanley Mission	855	1	1	0	2	0.23	1	0
Star City	525	3	1	0	4	0.76	1	0
Stockholm	364	3	0	0	3	0.82	0	0
Stony Rapids	1,023	0	0	0	0	0.00	0	0
Stoughton	696	7	1	0	8	1.15	2	0

2005 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Population	Collisions				Coll / 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Strasbourg	870	11	3	0	14	1.61	4	0
Sturgis	687	6	0	0	6	0.87	0	0
Theodore	420	1	0	0	1	0.24	0	0
Tisdale	3,601	58	3	0	61	1.69	3	0
Turnor Lake	517	5	0	0	5	0.97	0	0
Turtleford	602	4	0	0	4	0.66	0	0
Unity	2,421	35	0	0	35	1.45	0	0
Vanscoy	648	5	0	0	5	0.77	0	0
Vibank	485	2	1	0	3	0.62	1	0
Viscount	319	0	0	0	0	0.00	0	0
Vonda	355	3	0	0	3	0.85	0	0
Wadena	1,417	17	3	0	20	1.41	6	0
Wakaw	1,053	7	3	0	10	0.95	6	0
Waldeck	370	2	0	0	2	0.54	0	0
Waldheim	1,098	6	0	0	6	0.55	0	0
Wapella	411	3	0	0	3	0.73	0	0
Warman	4,655	40	1	0	41	0.88	1	0
Watrous	2,133	30	3	0	33	1.55	8	0
Watson	889	11	1	0	12	1.35	1	0
Wawota	599	12	1	0	13	2.17	1	0
White City	1,600	7	0	0	7	0.44	0	0
White Fox	530	3	0	0	3	0.57	0	0
Whitewood	994	8	5	0	13	1.31	8	0
Wilcox	367	0	0	0	0	0.00	0	0
Wilkie	1,392	13	1	0	14	1.01	1	0
Willow Bunch	375	2	0	0	2	0.53	0	0
Windthorst	260	1	0	0	1	0.38	0	0
Wollaston Lake	978	2	2	0	4	0.41	3	0
Wolseley	836	13	0	0	13	1.56	0	0
Wynyard	2,109	31	4	0	35	1.66	7	0
Yellow Grass	421	4	1	0	5	1.19	1	0
Young	339	2	1	0	3	0.88	1	0
Zenon Park	265	2	0	0	2	0.75	0	0
Totals	**225,183**	**2,074**	**226**	**4**	**2,304**	**1.02**	**318**	**5**

Summary of Urban Collisions

Communities under 250	25,869	248	32	2	282	1.09	52	2
Communities 250 to 5,000	225,183	2,074	226	4	2,304	1.02	318	5
Communities over 5,000	584,149	20,299	3,248	19	23,566	4.03	4,218	20
Total - All Communities	**835,201**	**22,621**	**3,506**	**25**	**26,152**	**3.13**	**4,588**	**27**

Populations are based on Saskatchewan Health Services Plan statistics.

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Killed
001	Argyle	231	4.40	15	3	0	18	4.09	7.79	3	0
002	Mount Pleasant	328	8.38	14	1	0	15	1.79	4.57	1	0
003	Enniskillen	401	6.81	20	1	0	21	3.08	5.24	1	0
004	Coalfields	290	7.22	10	0	0	10	1.39	3.45	0	0
005	Estevan	679	7.24	16	3	1	20	2.76	2.95	11	1
006	Cambria	216	3.82	8	0	0	8	2.10	3.70	0	0
007	Souris Valley	317	4.31	6	0	0	6	1.39	1.89	0	0
008	Lake Alma	248	3.65	1	0	0	1	0.27	0.40	0	0
009	Surprise Valley	171	3.84	6	0	0	6	1.56	3.51	0	0
010	Happy Valley	193	1.32	0	0	0	0	0.00	0.00	0	0
011	Hart Butte	242	6.60	7	0	0	7	1.06	2.89	0	0
012	Poplar Valley	293	3.47	6	0	0	6	1.73	2.05	0	0
017	Val Marie	451	5.98	4	1	0	5	0.84	1.11	1	0
018	Lone Tree	152	2.52	5	0	0	5	1.99	3.29	0	0
019	Frontier	252	4.10	11	2	0	13	3.17	5.16	2	0
031	Storthoaks	349	4.46	11	1	0	12	2.69	3.44	1	0
032	Reciprocity	321	8.43	17	2	0	19	2.25	5.92	2	0
033	Moose Creek	317	6.92	12	2	0	14	2.02	4.42	2	0
034	Browning	432	11.73	21	3	1	25	2.13	5.79	5	1
035	Benson	411	8.38	4	0	0	4	0.48	0.97	0	0
036	Cymri	340	14.99	22	3	0	25	1.67	7.35	3	0
037	Lomond	252	8.30	10	1	0	11	1.33	4.37	1	0
038	Laurier	322	6.34	10	2	0	12	1.89	3.73	2	0
039	The Gap	198	3.95	8	0	0	8	2.02	4.04	0	0
040	Bengough	277	6.68	7	2	0	9	1.35	3.25	2	0
042	Willow Bunch	425	5.48	11	2	0	13	2.37	3.06	2	0
043	Old Post	343	5.56	6	0	0	6	1.08	1.75	0	0
044	Waverley	301	5.67	13	0	0	13	2.29	4.32	0	0
045	Mankota	432	4.67	10	0	1	11	2.35	2.55	1	1
046	Glen McPherson	111	1.89	2	0	0	2	1.06	1.80	0	0
049	White Valley	460	9.95	17	0	0	17	1.71	3.70	0	0
051	Reno	348	6.15	5	0	0	5	0.81	1.44	0	0
061	Antler	487	9.35	16	1	0	17	1.82	3.49	1	0
063	Moose Mountain	426	8.17	12	0	0	12	1.47	2.82	0	0
064	Brock	242	8.78	11	4	1	16	1.82	6.61	5	1
065	Tecumseh	284	6.23	15	0	0	15	2.41	5.28	0	0
066	Griffin	342	8.09	10	2	1	13	1.61	3.80	2	1
067	Weyburn	599	8.43	14	2	0	16	1.90	2.67	2	0
068	Brokenshell	285	3.81	1	0	0	1	0.26	0.35	0	0
069	Norton	218	4.41	3	1	0	4	0.91	1.83	1	0
070	Key West	345	5.71	9	0	1	10	1.75	2.90	1	1
071	Excel	555	6.39	4	0	0	4	0.63	0.72	0	0
072	Lake of The Rivers	260	6.65	10	2	0	12	1.81	4.62	3	0
073	Stonehenge	428	6.35	7	4	0	11	1.73	2.57	4	0
074	Wood River	286	4.99	11	0	0	11	2.21	3.85	0	0
075	Pinto Creek	196	4.36	4	0	0	4	0.92	2.04	0	0
076	Auvergne	303	5.63	13	1	0	14	2.49	4.62	1	0
077	Wise Creek	219	3.09	7	0	0	7	2.27	3.20	0	0

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Victims Killed
078	Grassy Creek	267	4.10	4	1	0	5	1.22	1.87	1	0
079	Arlington	290	5.54	5	1	0	6	1.08	2.07	1	0
091	Maryfield	345	5.59	13	0	0	13	2.32	3.77	0	0
092	Walpole	378	7.74	12	0	0	12	1.55	3.17	0	0
093	Wawken	390	6.35	17	2	0	19	2.99	4.87	2	0
094	Hazelwood	275	8.34	4	1	0	5	0.60	1.82	1	0
095	Golden West	344	7.48	5	2	0	7	0.94	2.03	3	0
096	Fillmore	241	7.89	15	2	0	17	2.15	7.05	2	0
097	Wellington	294	4.58	2	1	0	3	0.66	1.02	1	0
098	Scott	180	5.28	7	2	0	9	1.71	5.00	2	0
099	Caledonia	272	3.92	8	0	0	8	2.04	2.94	0	0
100	Elmsthorpe	258	4.92	9	0	0	9	1.83	3.49	0	0
101	Terrell	249	4.26	6	0	0	6	1.41	2.41	0	0
102	Lake Johnston	148	3.45	5	1	0	6	1.74	4.05	1	0
103	Sutton	265	5.82	6	0	0	6	1.03	2.26	0	0
104	Gravelbourg	329	4.51	7	1	0	8	1.77	2.43	1	0
105	Glen Bain	274	3.78	4	0	0	4	1.06	1.46	0	0
106	Whiska Creek	420	4.24	9	0	0	9	2.12	2.14	0	0
107	Lac Pelletier	340	4.57	1	1	0	2	0.44	0.59	2	0
108	Bone Creek	364	5.37	6	1	0	7	1.30	1.92	1	0
109	Carmichael	481	4.77	10	1	0	11	2.31	2.29	1	0
110	Piapot	358	7.91	14	1	1	16	2.02	4.47	1	1
111	Maple Creek	848	13.48	26	4	0	30	2.22	3.54	4	0
121	Moosomin	383	7.43	7	1	0	8	1.08	2.09	1	0
122	Martin	286	8.12	16	0	0	16	1.97	5.59	0	0
123	Silverwood	484	8.74	8	1	0	9	1.03	1.86	2	0
124	Kingsley	411	9.09	16	0	0	16	1.76	3.89	0	0
125	Chester	389	6.51	16	3	0	19	2.92	4.88	3	0
126	Montmartre	451	9.57	14	2	0	16	1.67	3.55	3	0
127	Francis	618	9.76	24	1	0	25	2.56	4.05	1	0
128	Lajord	1,016	7.44	11	3	1	15	2.02	1.48	5	1
129	Bratt's Lake	150	6.19	8	4	0	12	1.94	8.00	6	0
130	Redburn	204	5.89	8	0	0	8	1.36	3.92	0	0
131	Baildon	380	6.30	4	0	0	4	0.64	1.05	0	0
132	Hillsborough	61	1.00	0	0	0	0	0.00	0.00	0	0
133	Rodgers	118	2.72	5	0	0	5	1.84	4.24	0	0
134	Shamrock	197	3.41	1	0	0	1	0.29	0.51	0	0
135	Lawtonia	300	4.14	4	0	0	4	0.97	1.33	0	0
136	Coulee	361	4.74	6	0	0	6	1.27	1.66	0	0
137	Swift Current	1,220	9.26	33	4	0	37	3.99	3.03	6	0
138	Webb	373	7.57	16	1	0	17	2.24	4.56	1	0
139	Gull Lake	204	5.16	10	0	0	10	1.94	4.90	0	0
141	Big Stick	151	3.90	5	0	0	5	1.28	3.31	0	0
142	Enterprise	171	7.96	3	3	0	6	0.75	3.51	4	0
151	Rocanville	467	6.93	15	5	0	20	2.89	4.28	7	0
152	Spy Hill	350	5.92	15	1	0	16	2.70	4.57	1	0
153	Willowdale	271	5.93	10	0	0	10	1.69	3.69	0	0
154	Elcapo	506	9.20	22	2	0	24	2.61	4.74	2	0

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Killed
155	Wolseley	433	7.96	9	0	0	9	1.13	2.08	0	0
156	Indian Head	267	8.36	5	3	0	8	0.96	3.00	3	0
157	South Qu'Appelle	778	7.16	11	1	0	12	1.67	1.54	4	0
158	Edenwold	2,576	15.61	45	6	1	52	3.33	2.02	8	1
159	Sherwood	335	24.96	64	4	0	68	2.72	20.30	5	0
160	Pense	400	10.35	12	2	0	14	1.35	3.50	2	0
161	Moose Jaw	448	9.03	23	1	0	24	2.66	5.36	1	0
162	Caron	399	4.65	7	2	0	9	1.94	2.26	2	0
163	Wheatlands	147	4.27	8	1	1	10	2.34	6.80	1	1
164	Chaplin	117	2.39	6	2	0	8	3.34	6.84	4	0
165	Morse	412	8.82	16	2	0	18	2.04	4.37	2	0
166	Excelsior	750	9.60	7	1	0	8	0.83	1.07	1	0
167	Saskatchewan Lan	371	5.52	5	1	0	6	1.09	1.62	4	0
168	Riverside	438	10.46	21	1	0	22	2.10	5.02	1	0
169	Pittville	217	6.30	8	0	0	8	1.27	3.69	0	0
171	Fox Valley	338	5.85	6	2	0	8	1.37	2.37	2	0
181	Langenburg	586	8.50	12	2	0	14	1.65	2.39	3	0
183	Fertile Belt	735	10.21	35	3	1	39	3.82	5.31	5	1
184	Grayson	465	7.78	9	0	0	9	1.16	1.94	0	0
185	McLeod	520	8.88	10	0	0	10	1.13	1.92	0	0
186	Abernethy	335	7.40	17	0	0	17	2.30	5.07	0	0
187	North Qu'Appelle	396	8.70	13	4	0	17	1.95	4.29	5	0
189	Lumsden	742	13.80	27	11	1	39	2.83	5.26	17	1
190	Dufferin	446	5.89	11	1	0	12	2.04	2.69	3	0
191	Marquis	236	4.43	3	1	0	4	0.90	1.69	1	0
193	Eyebrow	186	4.91	4	0	0	4	0.81	2.15	0	0
194	Enfield	291	5.59	6	0	0	6	1.07	2.06	0	0
211	Churchbridge	613	6.98	17	3	0	20	2.87	3.26	3	0
213	Saltcoats	600	7.42	30	1	0	31	4.18	5.17	1	0
214	Cana	777	6.32	10	1	0	11	1.74	1.42	1	0
215	Stanley	492	8.14	6	0	0	6	0.74	1.22	0	0
216	Tullymet	263	4.04	2	1	0	3	0.74	1.14	1	0
217	Lipton	327	6.44	13	1	0	14	2.17	4.28	2	0
218	Cupar	453	8.07	11	2	0	13	1.61	2.87	3	0
219	Longlaketon	687	10.93	34	4	0	38	3.48	5.53	4	0
220	McKillop	369	6.77	10	2	1	13	1.92	3.52	4	1
221	Sarnia	239	7.69	8	0	0	8	1.04	3.35	0	0
222	Craik	262	6.29	12	2	0	14	2.22	5.34	2	0
223	Huron	200	3.85	3	0	0	3	0.78	1.50	0	0
224	Maple Bush	153	4.25	4	1	0	5	1.18	3.27	2	0
225	Canaan	139	3.40	4	0	0	4	1.17	2.88	0	0
226	Victory	426	4.49	12	1	0	13	2.89	3.05	1	0
228	Lacadena	597	9.64	15	2	0	17	1.76	2.85	5	0
229	Miry Creek	391	9.36	23	0	0	23	2.46	5.88	0	0
230	Clinworth	214	5.41	5	0	0	5	0.92	2.34	0	0
231	Happyland	301	8.40	21	2	0	23	2.74	7.64	2	0
232	Deer Forks	203	4.07	8	1	0	9	2.21	4.43	2	0
241	Calder	349	4.17	5	0	0	5	1.20	1.43	0	0

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Killed
243	Wallace	678	7.87	15	4	0	19	2.42	2.80	4	0
244	Orkney	823	9.05	22	5	0	27	2.98	3.28	5	0
245	Garry	344	5.44	10	1	0	11	2.02	3.20	1	0
246	Ituna Bon Accord	408	5.64	11	0	0	11	1.95	2.70	0	0
247	Kellross	365	6.91	11	0	0	11	1.59	3.01	0	0
248	Touchwood	243	6.54	8	1	0	9	1.38	3.70	2	0
250	Last Mountain Vall	291	7.23	13	0	0	13	1.80	4.47	0	0
251	Big Arm	230	4.70	9	2	0	11	2.34	4.78	3	0
252	Arm River	214	7.78	13	2	0	15	1.93	7.01	2	0
253	Willner	229	5.19	5	2	0	7	1.35	3.06	2	0
254	Loreburn	298	5.59	10	3	0	13	2.33	4.36	3	0
255	Coteau	415	5.33	11	3	0	14	2.63	3.37	6	0
256	King George	199	2.79	4	1	0	5	1.79	2.51	1	0
257	Monet	461	6.54	6	0	0	6	0.92	1.30	0	0
259	Snipe Lake	416	7.53	15	3	0	18	2.39	4.33	5	0
260	Newcombe	285	5.34	3	2	0	5	0.94	1.75	3	0
261	Chesterfield	376	9.26	12	1	0	13	1.40	3.46	2	0
271	Cote	459	5.10	8	0	0	8	1.57	1.74	0	0
273	Sliding Hills	463	8.71	5	1	0	6	0.69	1.30	2	0
274	Good Lake	482	7.95	0	4	0	4	0.50	0.83	7	0
275	Insinger	396	6.90	14	1	0	15	2.17	3.79	1	0
276	Foam Lake	623	10.24	23	0	0	23	2.25	3.69	0	0
277	Emerald	635	6.30	10	1	0	11	1.74	1.73	1	0
279	Mount Hope	658	15.83	25	5	0	30	1.90	4.56	6	0
280	Wreford	182	4.95	7	0	0	7	1.41	3.85	0	0
281	Wood Creek	254	5.06	6	0	0	6	1.19	2.36	0	0
282	McCraney	344	5.39	6	0	0	6	1.11	1.74	0	0
283	Rosedale	415	7.79	16	1	0	17	2.18	4.10	1	0
284	Rudy	337	5.90	10	0	0	10	1.70	2.97	0	0
285	Fertile Valley	471	5.76	9	3	0	12	2.08	2.55	3	0
286	Milden	219	4.57	9	2	0	11	2.41	5.02	2	0
287	St. Andrews	421	7.27	21	0	0	21	2.89	4.99	0	0
288	Pleasant Valley	377	4.27	8	0	0	8	1.87	2.12	0	0
290	Kindersley	774	14.35	37	5	0	42	2.93	5.43	6	0
292	Milton	142	4.92	7	1	0	8	1.62	5.63	2	0
301	St. Philips	251	3.82	4	2	0	6	1.57	2.39	2	0
303	Keys	315	5.88	4	3	0	7	1.19	2.22	5	0
304	Buchanan	404	5.32	7	0	0	7	1.32	1.73	0	0
305	Inveay	359	6.53	9	0	0	9	1.38	2.51	0	0
307	Elfros	449	6.70	9	1	1	11	1.64	2.45	1	1
308	Big Quill	592	9.63	12	3	0	15	1.56	2.53	5	0
309	Prairie Rose	253	6.45	12	0	0	12	1.86	4.74	0	0
310	Usborne	467	10.76	23	3	0	26	2.42	5.57	3	0
312	Morris	340	9.24	17	5	0	22	2.38	6.47	5	0
313	Lost River	177	5.49	5	1	0	6	1.09	3.39	2	0

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Collisions Personal Injury	Collisions Fatal	Collisions Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Victims Killed
314	Dundurn	332	5.15	19	1	0	20	3.89	6.02	2	0
315	Montrose	301	6.69	5	1	0	6	0.90	1.99	1	0
316	Harris	203	4.88	12	0	0	12	2.46	5.91	0	0
317	Marriott	381	4.93	7	2	0	9	1.83	2.36	2	0
318	Mountain View	232	4.76	5	0	0	5	1.05	2.16	0	0
319	Winslow	270	7.97	20	1	0	21	2.64	7.78	1	0
320	Oakdale	254	8.90	10	2	0	12	1.35	4.72	2	0
321	Prairiedale	238	6.23	10	0	0	10	1.60	4.20	0	0
322	Antelope Park	169	3.62	3	2	0	5	1.38	2.96	2	0
331	Livingston	376	6.19	9	1	0	10	1.61	2.66	1	0
333	Clayton	633	8.87	14	0	0	14	1.58	2.21	0	0
334	Preeceville	817	11.12	43	1	0	44	3.96	5.39	1	0
335	Hazel Dell	634	7.22	17	1	1	19	2.63	3.00	2	1
336	Sasman	833	10.28	12	1	0	13	1.26	1.56	1	0
337	Lakeview	403	7.08	15	3	0	18	2.54	4.47	5	0
338	Lakeside	344	5.73	25	3	0	28	4.88	8.14	4	0
339	LeRoy	525	11.42	22	2	0	24	2.10	4.57	2	0
340	Wolverine	402	6.87	5	0	0	5	0.73	1.24	0	0
341	Viscount	349	6.29	11	0	0	11	1.75	3.15	0	0
342	Colonsay	220	4.34	7	0	0	7	1.61	3.18	0	0
343	Blucher	544	9.70	19	5	0	24	2.48	4.41	7	0
344	Coan Park	3,884	62.45	163	19	1	183	2.93	4.71	38	1
345	Vanscoy	1,589	14.32	29	2	0	31	2.16	1.95	2	0
346	Perdue	365	5.87	6	3	0	9	1.53	2.47	3	0
347	Biggar	826	7.64	28	1	0	29	3.80	3.51	1	0
349	Grandview	360	4.67	6	1	0	7	1.50	1.94	1	0
350	Mariposa	212	3.56	5	1	0	6	1.68	2.83	1	0
351	Progress	238	7.94	18	3	0	21	2.64	8.82	4	0
352	Heart's Hill	274	8.24	6	0	0	6	0.73	2.19	0	0
366	Kelvington	420	7.15	13	1	0	14	1.96	3.33	1	0
367	Ponass Lake	542	8.66	14	1	0	15	1.73	2.77	7	0
368	Spalding	460	8.84	9	1	1	11	1.24	2.39	2	1
369	St. Peter	728	10.57	18	1	0	19	1.80	2.61	2	0
370	Humboldt	701	8.98	15	3	0	18	2.00	2.57	4	0
371	Bayne	478	7.84	12	0	0	12	1.53	2.51	0	0
372	Grant	408	5.94	2	1	0	3	0.51	0.74	2	0
373	Aberdeen	396	7.55	8	0	0	8	1.06	2.02	0	0
376	Eagle Creek	440	5.20	13	1	0	14	2.69	3.18	1	0
377	Glenside	264	4.30	4	0	0	4	0.93	1.52	0	0
378	Rosemount	171	2.80	0	0	0	0	0.00	0.00	0	0
379	Reford	304	5.14	6	2	0	8	1.56	2.63	5	0
380	Tramping Lake	288	3.37	4	1	0	5	1.48	1.74	1	0
381	Grass Lake	431	7.16	10	4	0	14	1.95	3.25	4	0
382	Eye Hill	496	9.92	22	2	0	24	2.42	4.84	4	0
394	Hudson Bay	1,013	6.40	42	2	0	44	6.88	4.34	3	0
395	Porcupine	865	13.09	23	2	0	25	1.91	2.89	2	0
397	Barrier Valley	380	6.55	22	1	0	23	3.51	6.05	3	0
398	Pleasantdale	542	8.07	12	4	0	16	1.98	2.95	8	0

2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Killed
399	Lake Lenore	447	7.63	14	2	0	16	2.10	3.58	2	0
400	Three Lakes	463	9.54	12	1	0	13	1.36	2.81	1	0
401	Hoodoo	511	8.16	11	2	0	13	1.59	2.54	2	0
402	Fish Creek	276	4.80	2	0	0	2	0.42	0.72	0	0
403	Rosthern	1,268	11.01	21	4	0	25	2.27	1.97	5	0
404	Laird	741	8.06	13	0	0	13	1.61	1.75	0	0
405	Great Bend	366	5.86	8	2	0	10	1.71	2.73	3	0
406	Mayfield	381	3.29	7	1	0	8	2.43	2.10	1	0
409	Buffalo	491	9.36	7	1	0	8	0.85	1.63	1	0
410	Round Valley	309	4.76	8	1	0	9	1.89	2.91	1	0
411	Senlac	203	5.36	14	1	0	15	2.80	7.39	3	0
426	Bjorkdale	715	10.02	20	3	0	23	2.29	3.22	3	0
427	Tisdale	875	7.35	24	1	0	25	3.40	2.86	1	0
428	Star City	759	8.78	11	2	0	13	1.48	1.71	2	0
429	Flett's Springs	581	9.35	9	3	0	12	1.28	2.07	4	0
430	Invergordon	584	6.45	8	0	0	8	1.24	1.37	0	0
431	St. Louis	854	7.63	13	1	0	14	1.83	1.64	3	0
434	Blaine Lake	278	4.85	11	1	0	12	2.48	4.32	1	0
435	Redberry	371	6.39	13	2	0	15	2.35	4.04	3	0
436	Douglas	327	5.37	2	1	0	3	0.56	0.92	1	0
437	North Battleford	484	5.50	20	1	0	21	3.82	4.34	1	0
438	Battle River	836	9.06	21	1	0	22	2.43	2.63	1	0
439	Cut Knife	366	7.76	23	0	0	23	2.97	6.28	0	0
440	Hillsdale	487	10.41	22	0	0	22	2.11	4.52	0	0
442	Manitou Lake	448	10.18	14	1	1	16	1.57	3.57	1	1
456	Arborfield	379	6.49	10	2	0	12	1.85	3.17	3	0
457	Connaught	585	6.37	10	1	0	11	1.73	1.88	1	0
458	Willow Creek	733	6.81	8	0	0	8	1.18	1.09	0	0
459	Kinistino	637	13.36	20	3	0	23	1.72	3.61	6	0
460	Birch Hills	557	7.15	7	2	0	9	1.26	1.62	3	0
461	Prince Albert	1,288	11.71	23	4	0	27	2.30	2.10	4	0
463	Duck Lake	781	5.19	18	1	0	19	3.66	2.43	1	0
464	Leask	546	11.30	15	6	0	21	1.86	3.85	7	0
466	Meeting Lake	409	5.19	15	0	0	15	2.89	3.67	0	0
467	Round Hill	320	4.87	12	1	0	13	2.67	4.06	1	0
468	Meota	533	6.58	13	3	0	16	2.43	3.00	4	0
469	Turtle River	356	7.14	17	1	0	18	2.52	5.06	1	0
470	Paynton	203	5.26	4	0	0	4	0.76	1.97	0	0
471	Eldon	560	21.95	29	4	0	33	1.50	5.89	8	0
472	Wilton	1,290	25.59	35	11	1	47	1.84	3.64	12	1
486	Moose Range	936	10.18	24	0	1	25	2.45	2.67	1	2
487	Nipawin	819	10.17	23	3	1	27	2.65	3.30	6	1
488	Torch River	1,270	15.68	27	1	1	29	1.85	2.28	4	1
490	Garden River	445	5.91	8	1	0	9	1.52	2.02	1	0
491	Buckland	2,041	11.11	29	6	0	35	3.15	1.71	11	0
493	Shellbrook	1,331	12.40	14	2	0	16	1.29	1.20	3	0
494	Canwood	1,219	19.05	47	8	0	55	2.89	4.51	11	0
496	Spiritwood	1,086	16.03	66	5	1	72	4.49	6.63	8	1

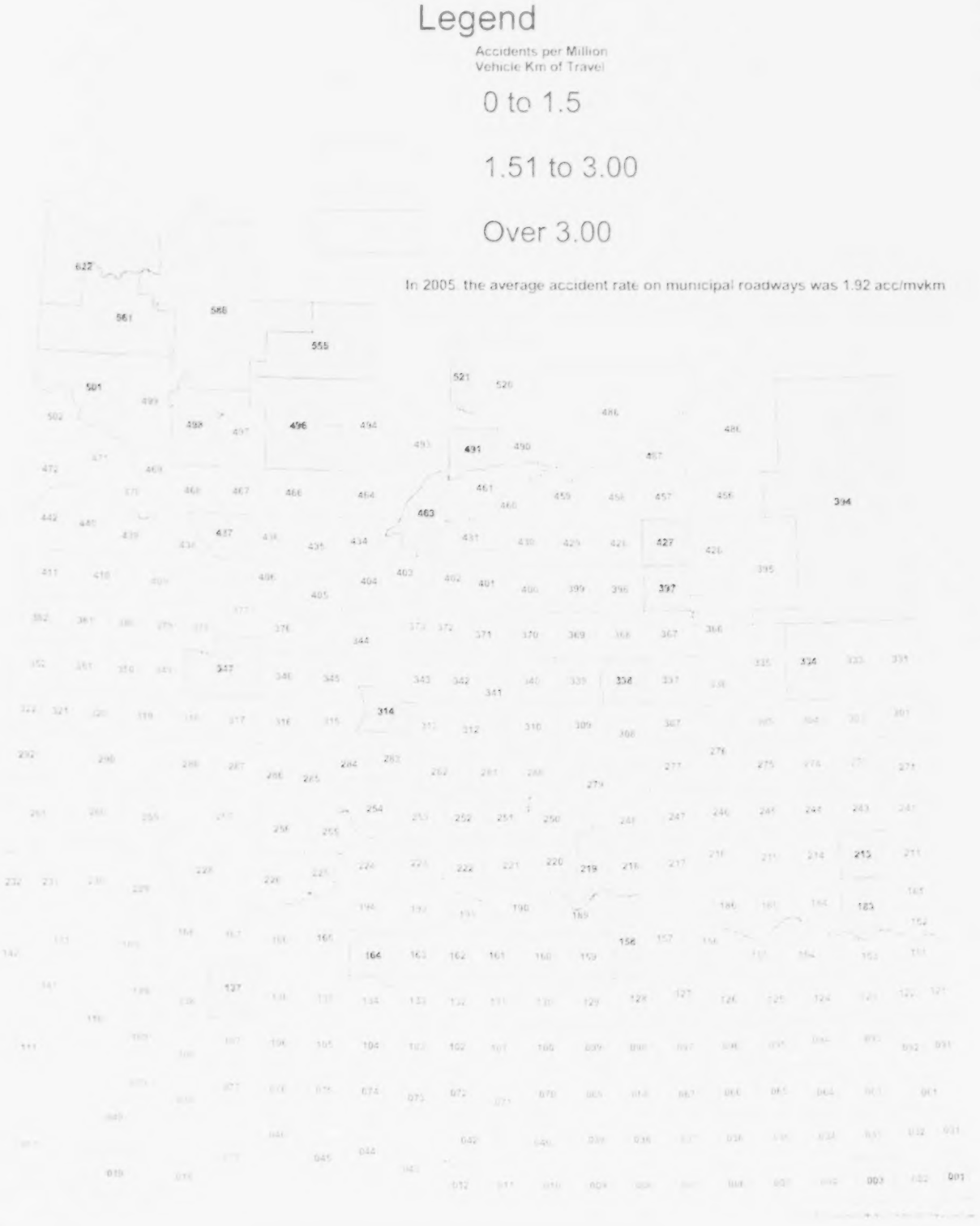
2005 Traffic Collision Statistics by Rural Municipality

Figure 11.9

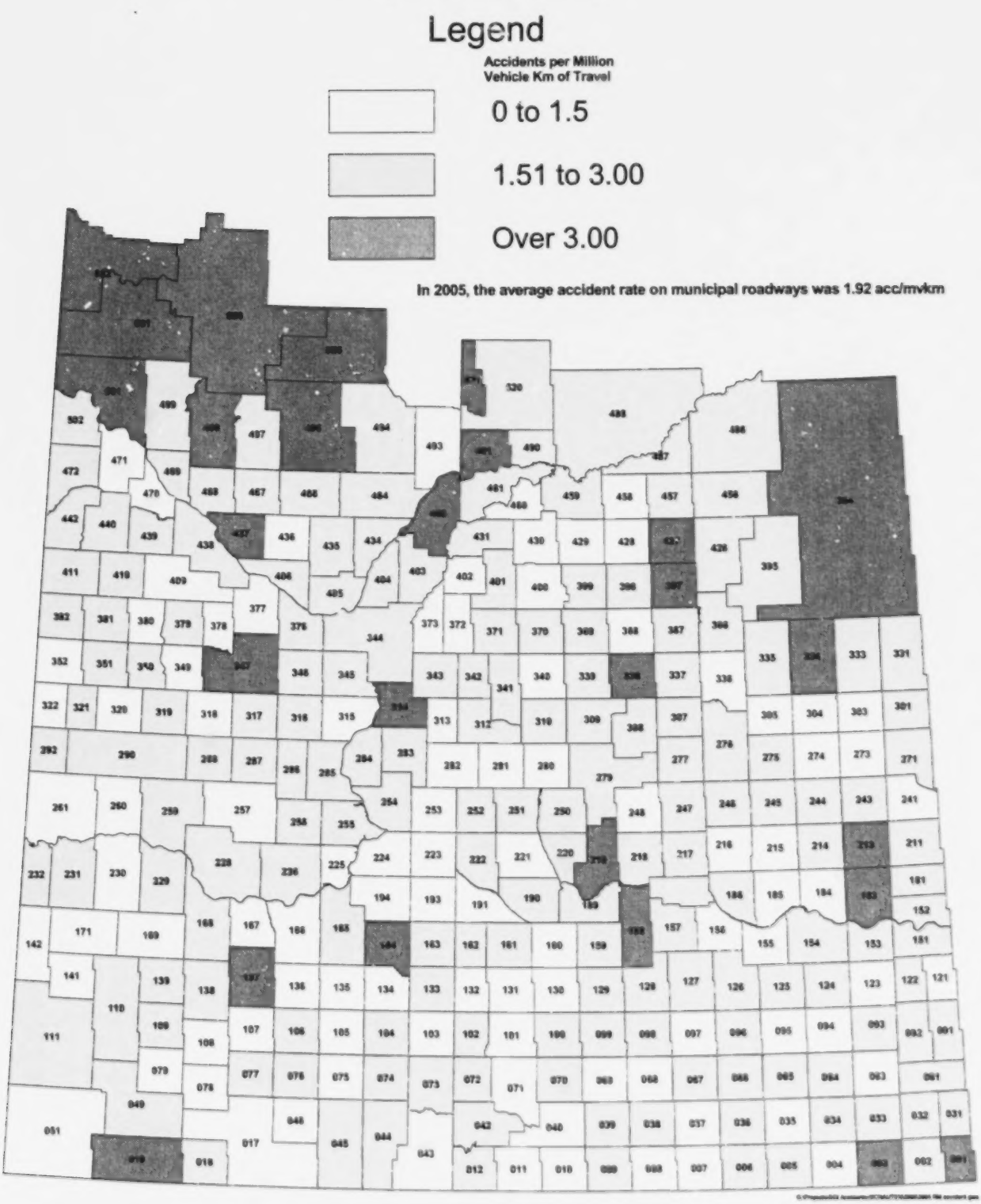
	Rural Municipality	Population	Travel MvKm	Collisions Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims Injured	Victims Killed
497	Medstead	412	6.05	14	1	0	15	2.48	3.64	3	0
498	Parkdale	502	8.49	23	3	0	26	3.06	5.18	3	0
499	Mervin	1,151	18.03	33	5	0	38	2.11	3.30	5	0
501	Frenchman Butte	1,136	13.07	44	6	0	50	3.83	4.40	8	0
502	Britannia	1,114	19.52	35	6	0	41	2.10	3.68	7	0
520	Paddockwood	604	8.94	11	4	0	15	1.68	2.48	7	0
521	Lakeland	1,081	1.94	7	0	0	7	3.61	0.65	0	0
555	Big River	607	5.28	34	1	0	35	6.63	5.77	2	0
561	Loon Lake	603	7.91	22	3	0	25	3.16	4.15	5	0
588	Meadow Lake	1,796	19.11	61	4	0	65	3.40	3.62	10	0
622	Beaver River	810	7.82	35	3	0	38	4.86	4.69	3	0
Totals		**138,759**	**2,213**	**4,009**	**462**	**23**	**4,494**	**2.03**	**3.24**	**647**	**24**

2005 Traffic Accident Rates

by Rural Municipality



2005 Traffic Accident Rates
by Rural Municipality


Legend
Accidents per Million
Vehicle Km of Travel
0 to 1.5
1.51 to 3.00
Over 3.00
In 2005, the average accident rate on municipal roadways was 1.92 acc/mvkm

Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- Raise public awareness of road safety issues;
- Improve communication, cooperation and collaboration among safety agencies;
- Enhance enforcement measures; and
- Improve national collision data quality and collection.

The national target for RSV 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their website at www.tc.gc.ca/roadsafety.

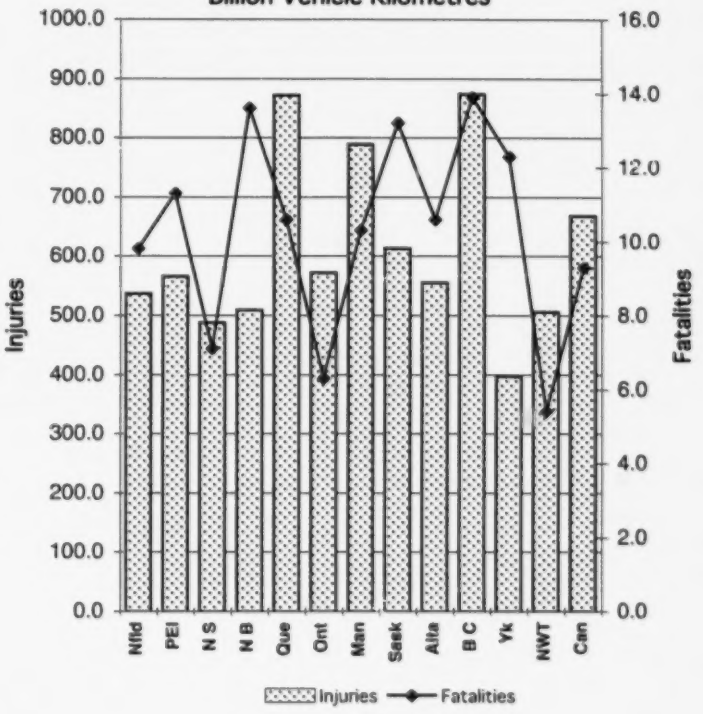
Figure 12.1

Total Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,667	2,931	227,983
2003	156,904	2,766	222,455
2004	151,437	2,725	212,523
2005	151,731	2,923	210,629

Figure 12.2

2005 Casualty Rates Per Billion Vehicle Kilometres



1997 - 2005/2006 Seatbelt Use in Canada by Province/Territory (% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)

Figure 12.3

Province	1997	1998	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006
Newfoundland	92.4	86.4	82.9	92.7	92.1	86.3	82.5	87	87.2
Prince Edward Island	82.6	82.7	88.5	85.7	86.7	76.7	78.1	81.4	88.2
Nova Scotia	87.1	88.5	86.6	86.5	88.0	90.5	89.4	88.7	91.0
New Brunswick	86.5	87.9	85.9	91.5	91.4	90.6	88.8	85.9	87.2
Quebec	91.7	92.3	93	91.4	89	91.2	93.3	90.9	91.1
Ontario	89.2	89.1	91.0	91.7	92.5	85.1	86.5	92.1	92.1
Manitoba	84.8	84.4	85.3	84.2	82.3	80.8	85.3	92.1	91.3
Saskatchewan	91.7	89.7	88.2	90.0	91.7	85.7	85.9	93.7	92.9
Alberta	83.7	82.4	89.3	87.2	84.9	77.3	84.9	82.9	83.4
British Columbia	89.4	89.7	89.2	88.7	90.8	79.7	83.2	91.6	91.7
Yukon	83.4	82.1	82.1	79.3	78.1	53.9	85.1	81.5	86.9
Northwest Territories	64.3	52.6	61.1	60.7	62.7	77.1	77.3	75.1	80.2
Nunavut	NA	NA	NA	NA	13.4	22.9	21.8	NA	NA
Canada	**88.9**	**88.7**	**90.1**	**90.1**	**89.9**	**85.0**	**87.4**	**90.5**	**90.8**

* Light-duty vehicles include passenger cars, passenger vans and light trucks

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of **both urban and rural** areas over a two-year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

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Appendix – A1.1

Collision History on Provincial Highways *

	Collisions **				Victims **			Collision Rates			
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll / MvKm	Fat. Coll / 100 Mvkm	Inj. Coll / Mvkm
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,070	67	6,860	1,976	79	2,055	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,074	77	4,252	1,827	88	1,915	7,544	0.56	1.02	0.14
2001	4,101	1,066	68	5,235	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,619#	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,318	1,218	64	10,600	1,960	82	2,042	7,547	1.40	0.85	0.16
2005	9,702	1,132	79	10,913	1,762	95	1,857	7,902	1.38	1.00	0.14

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984, and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Urban Streets*

	Collisions **				Victims**		
Year	Property Damage***	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,666	3,855	25	23,546	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,006	3,567	21	20,594	4,790	21	4,811
2001	15,555	3,067	18	18,640	4,055	18	4,073
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,386	3,494	16	24,896	4,554	17	4,571
2005	22,285	3,396	23	25,704	4,408	24	4,432

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984, and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.3

Collision History on Rural Roads

	Collisions *				Victims*			Collision Rates			
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll / MvKm	Fat. Coll / 100 Mvkm	Inj. Coll / Mvkm
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,401	621	42	3,064	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	582	29	3,132	947	31	978	2,159	1.45	1.34	0.27
2003	3,909	628	34	4,571	963	35	998	2,178	2.10	1.56	0.29
2004	4,368	533	22	4,923	812	24	836	2,194	2.24	1.00	0.24
2005	4,009	462	23	4,494	647	24	671	2,213	2.03	1.04	0.21

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984, and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Other Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1966	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1967	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	581	157	12	750	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	150	8	2,408	241	8	249
2004	2,098	157	3	2,258	217	3	220
2005	2,643	197	4	2,844	294	4	298

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984, and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

	Collisions*				Victims**		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1966	3,957	1,087	74	5,118	1,859	114	1,973
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,677	769	34	3,480	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,982	778	54	3,814	1,193	64	1,257
2002	4,279 #	754	36	5,069	1,225	38	1,263
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	25	7,181	1,029	27	1,056
2005	6,652	659	27	7,338	941	28	969

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan. 1, 1984, and $1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.6

Collision History on All Provincial Roads

	Collisions *				Victims*		
Year	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1966	17,110	4,338	216	21,664	7,150	279	7,429
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,348	5,443	137	27,928	7,861	151	8,012
2001	22,638	4,911	140	27,689	6,964	167	7,131
2002	29,240 #	5,117	123	34,480	7,312	137	7,449
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,170	5,402	105	42,677	7,543	126	7,669
2005	38,639	5,187	129	43,955	7,111	147	7,258

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

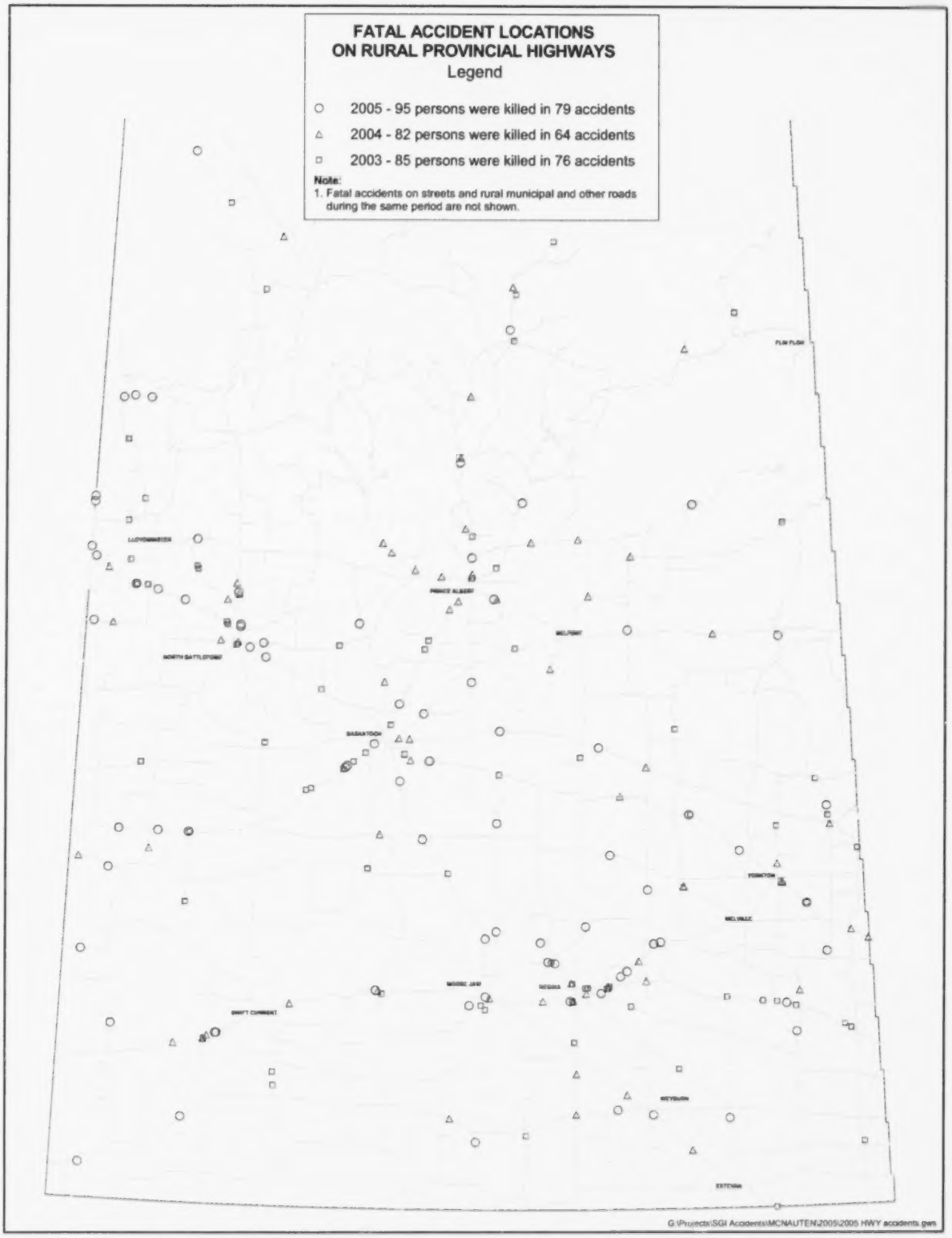
Appendix – A1.7

Collision History Rates - All Provincial Roads

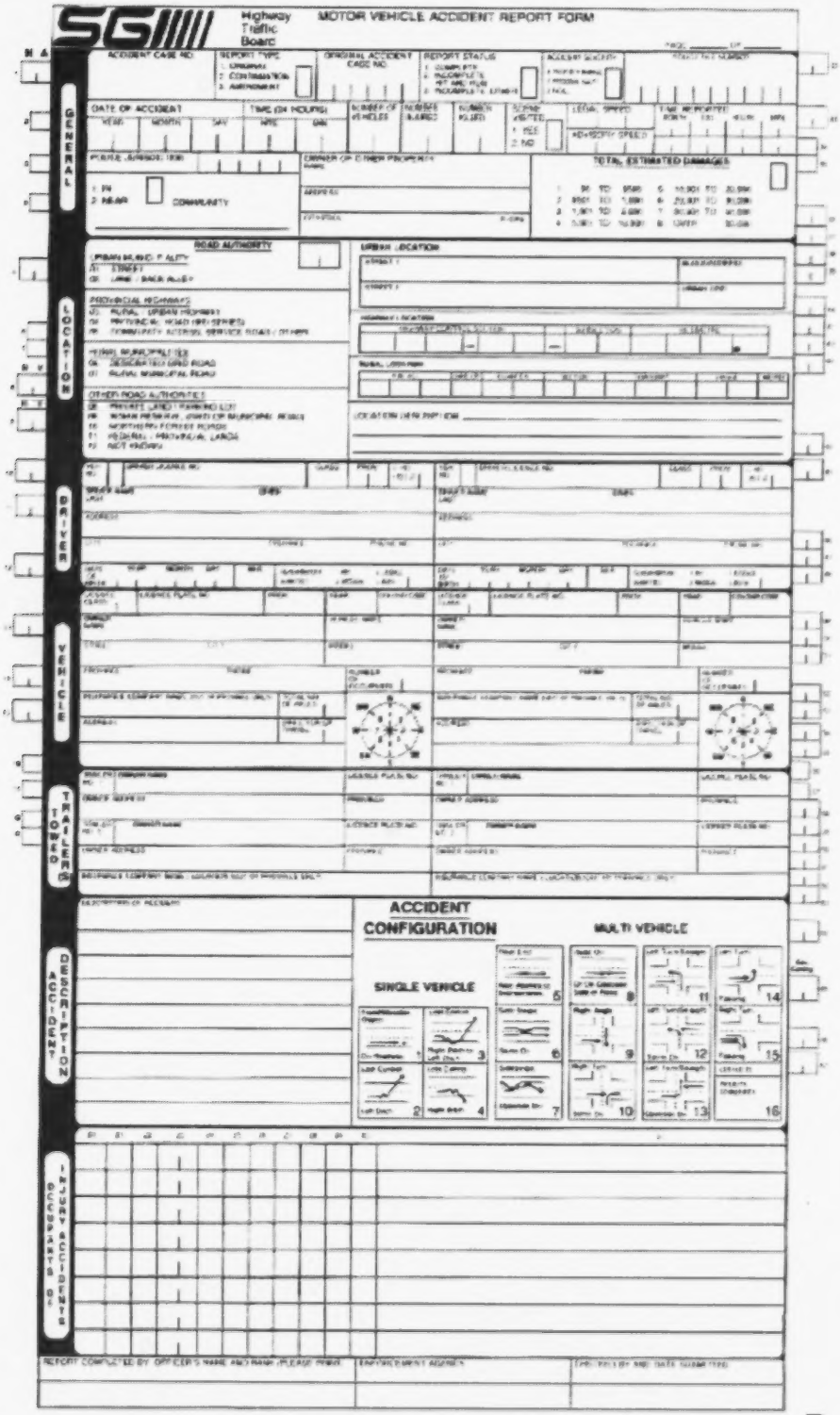
				Collision Rates				Casualty Collision Rates		
Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1966	438,558	442,490	955,400	4.94	4.90	2.27	4,554	1.04	1.03	0.48
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,022,020	3.58	3.89	2.51	5,258	0.73	0.80	0.51
1998	715,381	662,810	1,024,875	3.64	3.93	2.54	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,025,564	3.73	3.98	2.59	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,023,636	3.90	4.19	2.73	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,017,100	3.88	4.16	2.72	5,051	0.71	0.76	0.50
2002	721,999	666,374	1,011,800	4.78	5.17	3.41	5,240	0.73	0.79	0.52
2003	731,891	668,572	1,007,758	5.62	6.16	4.08	5,590	0.76	0.84	0.55
2004	740,554	669,852	995,058	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	995,085	5.86	6.51	4.42	5,316	0.71	0.79	0.53

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

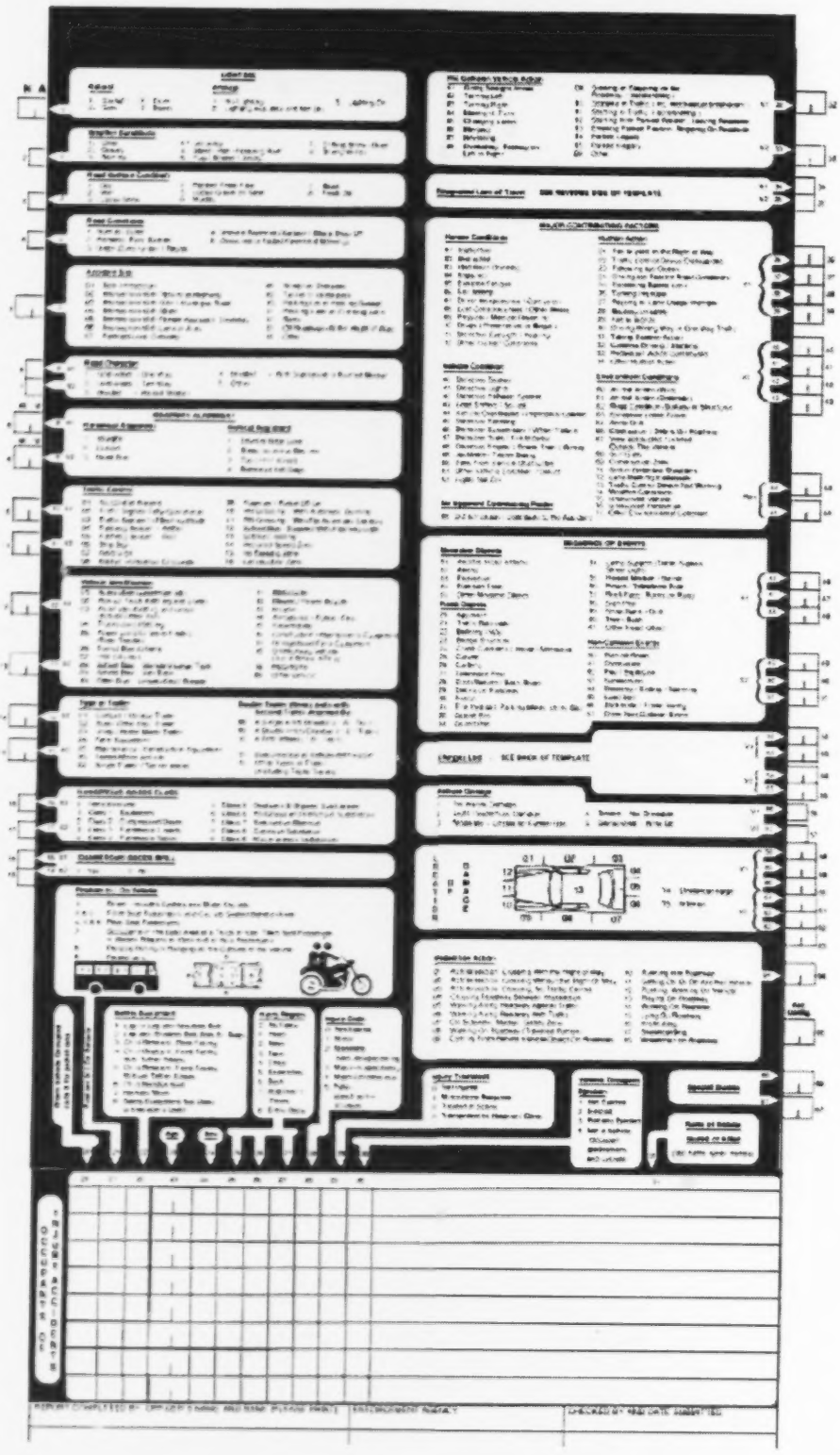
** Population - Statistics Canada July 1 Populations.


FATAL ACCIDENT LOCATIONS
ON RURAL PROVINCIAL HIGHWAYS
Legend
2005 - 95 persons were killed in 79 accidents
2004 - 82 persons were killed in 64 accidents
2003 - 85 persons were killed in 76 accidents
Note:
1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.
G:\Projects\SGI Accidents\MCNAUTEN\2005\2005 HWY accidents.gws

Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form



Appendix – A4.1 Sask. MVA Report Form Template Front

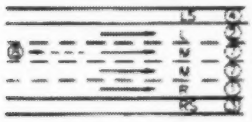


Appendix – A4.2 Sask. MVA Report Form Template Back

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

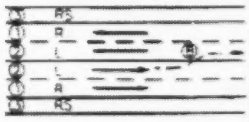
MULTI LANE



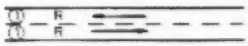
SINGLE LANE

TWO WAY TRAFFIC

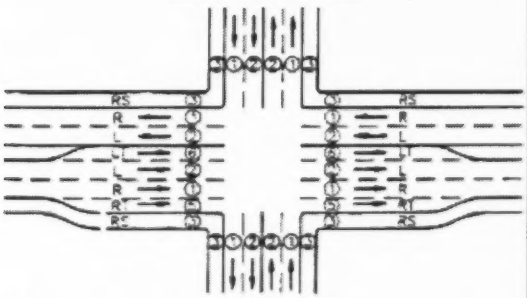
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississipp	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes					
White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision

Police agencies are required to investigate and complete a motor vehicle accident report for all collisions that involve bodily injury or death, hit and run, where the driver is impaired by alcohol or drugs, where a motor vehicle must be towed from the scene or a collision involving an out-of-province vehicle.

Motor Vehicle Collision Captured By Claims

An incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo and has not been reported by police.

Incident

Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

Motor Vehicle

Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.

In Transport

Means "in motion or being operated" on a roadway. Harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

Public Roadway

Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

Snowmobiles and Off-Roadway Vehicles

Collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.

Road Authority

The jurisdiction responsible for the general maintenance and traffic safety of the road.

Urban Streets

Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

Street: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

Glossary

Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.

Provincial Highways

Any rural/urban highway, provincial road, community access or service road, or other highway as described below.

Rural/Urban Highway: Any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.

Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

Rural Roads

Any designated grid, municipal or other road as defined below.

Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

Other Roads

Any location not identified under urban, highway or rural road locations.

First Nation Grid or Municipal Road: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

Not Known: This code is intended for use only when a general location is definitely not known.

Private Property

Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.

Glossary

Property Damage Only Collisions

A motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Traffic Safety Act* ($1,000) with no personal injuries or deaths.

Injury Collisions

A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

Fatal Collisions

A motor vehicle collision resulting in death within 30 days to one or more involved persons.

Impaired

A person with a blood alcohol content exceeding the legal limit.

Had Been Drinking

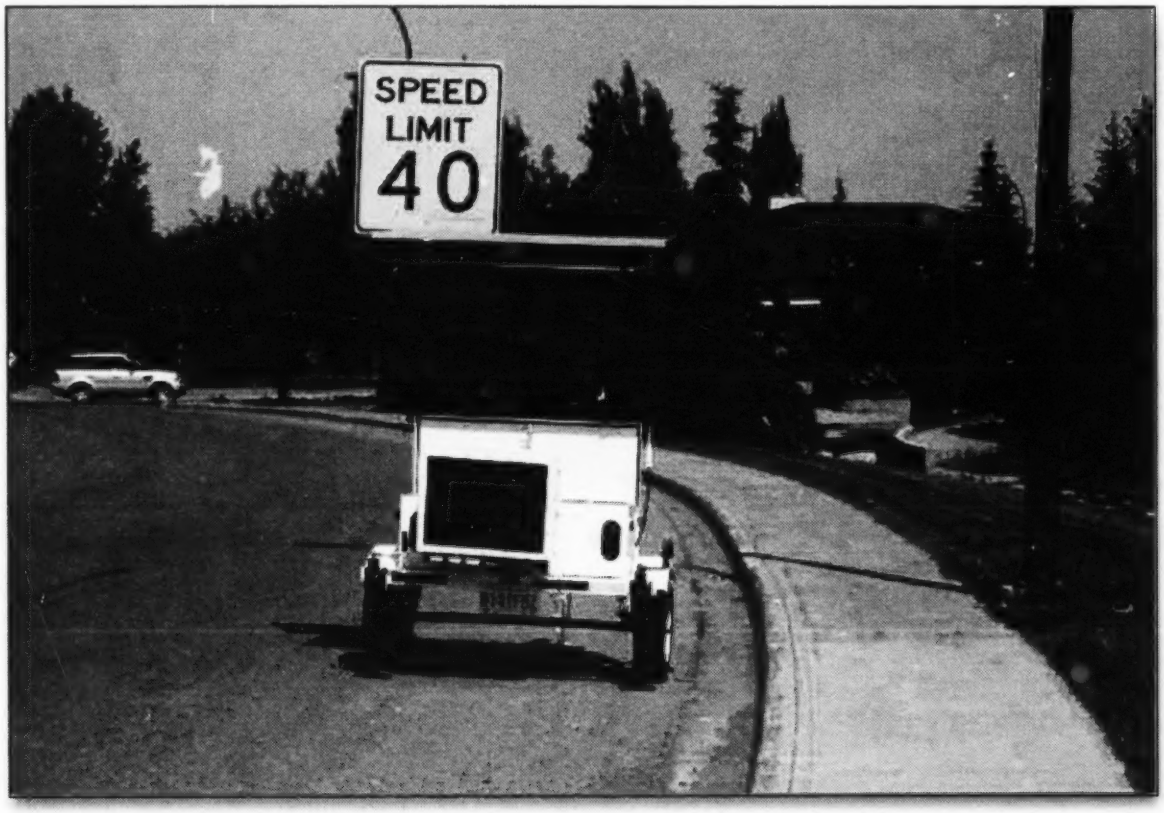
A person that had consumed alcohol but has a blood alcohol content less than the legal limit.

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of August 2007. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.



Above: SGI partnered with the Saskatchewan Association of Police Chiefs to provide intelligent speed reader boards to every municipal police service in the province, as well as the RCMP. The boards display the speed of oncoming vehicles and come equipped with changeable message boards that can be used to communicate safety messages. As well, they collect data regarding the speed of passing vehicles, which can be used to determine where enforcement or other safety remedies may be needed.

On the cover: SGI partnered with Saskatchewan Highways and Transportation and the City of Regina to install four variable message signs that alert motorists of poor driving conditions on Regina's Ring Road and Highway #1 bypass. The boards, which are remotely activated, have changeable messages that can warn drivers of potential hazards such as icy conditions, poor visibility or traffic delays due to collisions or roadwork. During the summer when driving conditions are good, the boards are occasionally used to display other safety messages.

SGI
Take care out there.

Drinking and driving comes with all kinds of baggage, like a criminal record, which could prevent you from travelling outside Canada.
Always plan a safe ride home.

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260 – 11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
E-mail: dmcnaughton@sgi.sk.ca
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